

# The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4640

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SATURDAY, SEPTEMBER 17, 1904.

六年禮

號七十月九英港香

\$30 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

### THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.  
CAPITAL SUBSCRIBED ..... Yen 24,000,000  
CAPITAL PAID-UP ..... " 18,000,000  
CAPITAL UNCALLED ..... " 6,000,000  
RESERVE FUND ..... " 9,510,000

Head Office: YOKOHAMA.

Branches and Agencies:  
TOKIO. KOBE.  
NAGASAKI. LONDON.  
LYONS. NEW YORK.  
SAN FRANCISCO. HONOLULU.  
BOMBAY. SHANGHAI.  
TIENTSIN. NEWCHANG.  
PEKING. DALNY.

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LD.  
PARIS BANK, LD.  
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH: INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent per Annum on the Daily Balance.  
On fixed deposits for 12 months at 4 per cent.

TARO HODSUMI,  
Manager.  
Hongkong, 12th September, 1904. [21]

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000  
RESERVE FUND:  
Sinking Reserve ..... \$10,000,000  
Silver Reserve ..... \$17,000,000  
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:  
A. J. RAYMOND, Esq., Chairman.  
H. E. TOMKINS, Esq., Deputy Chairman.  
E. Goetz, Esq.  
Hon. W. J. Gresson.  
A. Haupt, Esq.  
H. Schubert, Esq.  
E. Shellin, Esq.

CHIEF MANAGER:  
Hongkong: J. R. M. SMITH.  
Shanghai: H. M. BEVIS.

LONDON BANKERS: LONDON AND COUNTY BANKING COMPANY, LIMITED.  
HONGKONG: INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent per Annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 2 1/2 per cent per Annum.  
For 6 months, 3 per cent per Annum.  
For 12 months, 4 per cent per Annum.  
J. R. M. SMITH, Chief Manager.

Hongkong, 20th August, 1904. [22]

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST ON deposits is allowed at 3 1/2 per cent per annum.  
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
J. R. M. SMITH, Chief Manager.

Hongkong, 1st May, 1902. [23]

### THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital ..... \$1,000,000  
Paid up Capital ..... 324,374

HEAD OFFICE: HONGKONG.

Board of Directors:  
Creasy Ewens, Esq.  
J. Focke, Esq.  
Chief Manager:  
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed ..... 5 %  
Hongkong, 2nd August, 1904. [18]

### THE DEUTSCHE ASIATISCHE BANK.

AUTHORIZED CAPITAL ..... \$5,000,000  
HEAD OFFICE: SHANGHAI.  
BOARD OF DIRECTORS: BERLIN.

BRANCHES:  
Berlin. Hankow.  
Tientsin. Tientsin (Kiautschou).

LONDON BANKERS:  
Messrs. N. M. ROTHSCHILD & SONS,  
UNION OF LONDON AND SMITHS BANK, LTD  
DEUTSCHE BANK (BERLIN), LONDON AGENCY  
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.  
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE, Manager.  
Hongkong, 12th August, 1904. [21]

### INTERNATIONAL BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS.  
GOLD \$7,992,173.37—about £1,640,000.  
CAPITAL AND SURPLUS AUTHORIZED  
GOLD \$10,000,000—£2,055,000.

HEAD OFFICE:  
1, WALL STREET, NEW YORK.  
LONDON OFFICE:  
THREADNEEDLE HOUSE, E.C.

BRANCHES AT:  
SAN FRANCISCO, WASHINGTON,  
MEXICO, MANILA, CEBU, SHANGHAI,  
SINGAPORE, YOKOHAMA, BOMBAY,  
CALCUTTA, CANTON,  
AND AGENTS ALL OVER THE WORLD.

LONDON AND CONTINENTAL BANKERS:  
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED,  
UNION OF LONDON AND SMITHS BANK, LTD.  
CREDIT LYONNAIS, DRESNER BANK,  
COMPTOIR NATIONAL D'ESCOMPTE DE PARIS, &C.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and issues Fixed Deposit Receipts either in Gold or Silver at Rates which may be ascertained on Application.

HONGKONG BRANCH:  
20, DES VŒUX ROAD CENTRAL.  
CHARLES R. SCOTT, Manager.  
Hongkong, 26th July, 1904. [19]

### IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1895.

Shanghai Taels:  
SUBSCRIBED CAPITAL ..... 5,000,000  
PAID-UP CAPITAL ..... 2,500,000

Head Office: SHANGHAI.

Branches and Agencies:  
CANTON. PENANG.  
CHIEFOO. SINGAPORE.  
HANKOW. TIENTSIN.  
PEKING.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH:  
Advances made on approved securities.  
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.  
3 1/2 per Annum Fixed Deposits for 3 months.  
4 1/2 " " " 6 " "  
5 1/2 " " " 12 " "

H. C. MARSHALL, Acting Manager.  
Hongkong, 17th May, 1903. [18]

### THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE: LONDON.

CAPITAL PAID-UP ..... £800,000  
RESERVE LIABILITY OF SHAREHOLDERS ..... £800,000  
RESERVE FUND ..... £800,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the Rate of 2 per cent per annum on the Daily Balances.

On Fixed Deposits for 12 months: 4 per cent.  
" " " 6 " " 3 1/2  
" " " 3 " " 3  
T. P. COCHRANE, Manager.

Hongkong, 10th May, 1904. [24]

### YAU LOONG.

CANTON.

NEW SEASONS SELECTED GINGER AND FRUITS of Standard Quality.

Packed in RICH SYRUP AND BEST SUGAR. STEM GINGER FOR TABLE D'HOTE. Specially recommended.

Delicious and Wholesome. Fixed prices for different assortments. Orders will be promptly executed.

Hongkong Office at No. 3, Sai On Lane, facing Des Vœux Road, West, near Gas Works.

Hongkong, 19th August, 1904. [19]

## Mails.

### PENINSULAR AND ORIENTAL.

#### STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
SHANGHAI	{ MALTA ..... C. L. Daniel.....	About 22nd	Freight and Passage.
LONDON, &c.	{ NUBIA ..... F. N. Tildard.....	Sept. 24th, Noon	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, and PORT SAID	{ FORMOSA ..... B. H. W. Snow.....	About 30th	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 17th September, 1904. [4]

### IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR  
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;  
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;  
ALSO  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

#### PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
BAVERN	WEDNESDAY, 28th September.
SACHSEN	WEDNESDAY, 12th October.
ZIETEN	WEDNESDAY, 26th October.
PRINZESS ALICE	WEDNESDAY, 9th November.
PRINZ REGENT LUITPOLD	WEDNESDAY, 23rd November.
PREUSSEN	WEDNESDAY, 7th December.
PRINZ ECTEL FRIEDRICH	WEDNESDAY, 21st December.
PRINZ HEINRICH	WEDNESDAY, 4th January, 1905.
GNEISENAU	

ON WEDNESDAY, the 28th day of Sept., 1904, at Noon, the Steamship "BAVERN," of the NORDDEUTSCHER LLOYD, Captain H. Formes, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, Calling at NAPLES and GENOA. Shipping Orders will be granted till Noon, on MONDAY, the 26th Sept., Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 27th Sept., and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 27th Sept.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

#### NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,  
AGENTS.

Hongkong, 14th September, 1904. [3]

## Intimations.

### LANE, CRAWFORD & CO.,

SHIPCHANDLERS & SAILMAKERS,

DECK AND ENGINE STORES

OF

Every Description, Best Quality, and at REASONABLE Prices.

HUBBUCK'S PAINTS AND OILS received fortnightly.

"GLENFIELD" BOILER FLUID in 5 and 10-gallon drums.

Sole Agents for:

Sir CHAS. PRICE'S Special Engine Oil.

VALVOLINE, ZYNKARA, BAXTER'S CANVAS, GOUROCK CANVAS.

#### SHIPS' UPHOLSTERY.

A Speciality, attended to by experienced EUROPEAN ASSISTANTS ONLY.

Work undertaken at the SHORTEST NOTICE.

LANE, CRAWFORD & Co.

Hongkong, 17th August, 1904. [38]

## AQUARIUS.



AQUARIUS SPARKLING MINERAL TABLE WATER  
(Made from Pure Treble Distilled Water).

AQUARIUS SILENT WATER.

AQUARIUS TONIC WATER.

AQUARIUS BELFAST GINGER ALE.

AQUARIUS LITHIA WATER.

AQUARIUS LEMONADE.

AQUARIUS GINGER-BEER (Stone Bottles).

THE AQUARIUS COMPANY:

General Managers:

CALDBECK, MACGREGOR & CO.,

15, Queen's Road.

Hongkong, 7th September, 1904. [43]

## Intimations.



### Millions

of bottles of Bovril are used annually—used in the sick-room where Bovril is the nurse's "second self"—used in the kitchen where Bovril is the cook's "right hand"—used on all occasions where strength and sustenance are required. Bovril as a food has received the endorsement of some of the greatest scientists of the age.



TRADE



MARK.

TELEPHONE No. 135.

ASK FOR

### CLUB WHISKY

AND SEE YOU GET IT.

ITS PURITY IS GUARANTEED BY THE DISTILLERS CO., LIMITED,

EDINBURGH.

THE LARGEST DISTILLERS IN THE WORLD.

Sole Agents,

H. PRICE & CO.,

12, QUEEN'S ROAD CENTRAL.

Hongkong, 15th April, 1904. [41]

JOHN DEWAR SONS & Co., PERTH

### WHISKY,

Extra Special \$16.00 per case 12/1

White Label \$24.00 " " 12/1

KRUSE & Co.,

SOLE AGENTS.

CONNAUGHT HOUSE,

Hongkong, 1st July, 1904. [778]

This space is reserved for

### LONG, HING & Co.,

PHOTO GOODS DEALERS,

17, QUEEN'S ROAD.

Hongkong, 18th August, 1904. [946]

### PO CHEUNG & Co.,

昌寶

14, QUEEN'S ROAD CENTRAL.

FURNISHERS AND UPHOLSTERERS,

GENERAL DOMESTIC GOODS, &c.,

COUNTERS, PARTITIONS, FITTINGS, &c.,

MADE TO SIZES AND PARTICULARS.

DESIGNS FORWARDED ON APPLICATION.

TELEPHONE 466.

Hongkong, 16th August, 1904. [1833]

### HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1903. [126]

### MACAO AND CANTON HOTELS.

#### A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence to CANTON and back to HONGKONG, will be found interesting and enjoyable.

WM. FARMER, Proprietor.

## JAPAN

## COALS.

### THE MITSUI BUSSAN KAISHA

(MITSUI & Co.)

HEAD OFFICE: 1, SURUGA-CHO, TOKYO.  
LONDON BRANCH: 34, LIME STREET, E.C.  
HONGKONG BRANCH: PRINCE'S BUILDINGS, ICE HOUSE STREET.

#### OTHER OFFICES.

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Mailuru, Kure, Shimane, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchikiri, Sasebo, Milke, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.H.O. and A.P. Codes).

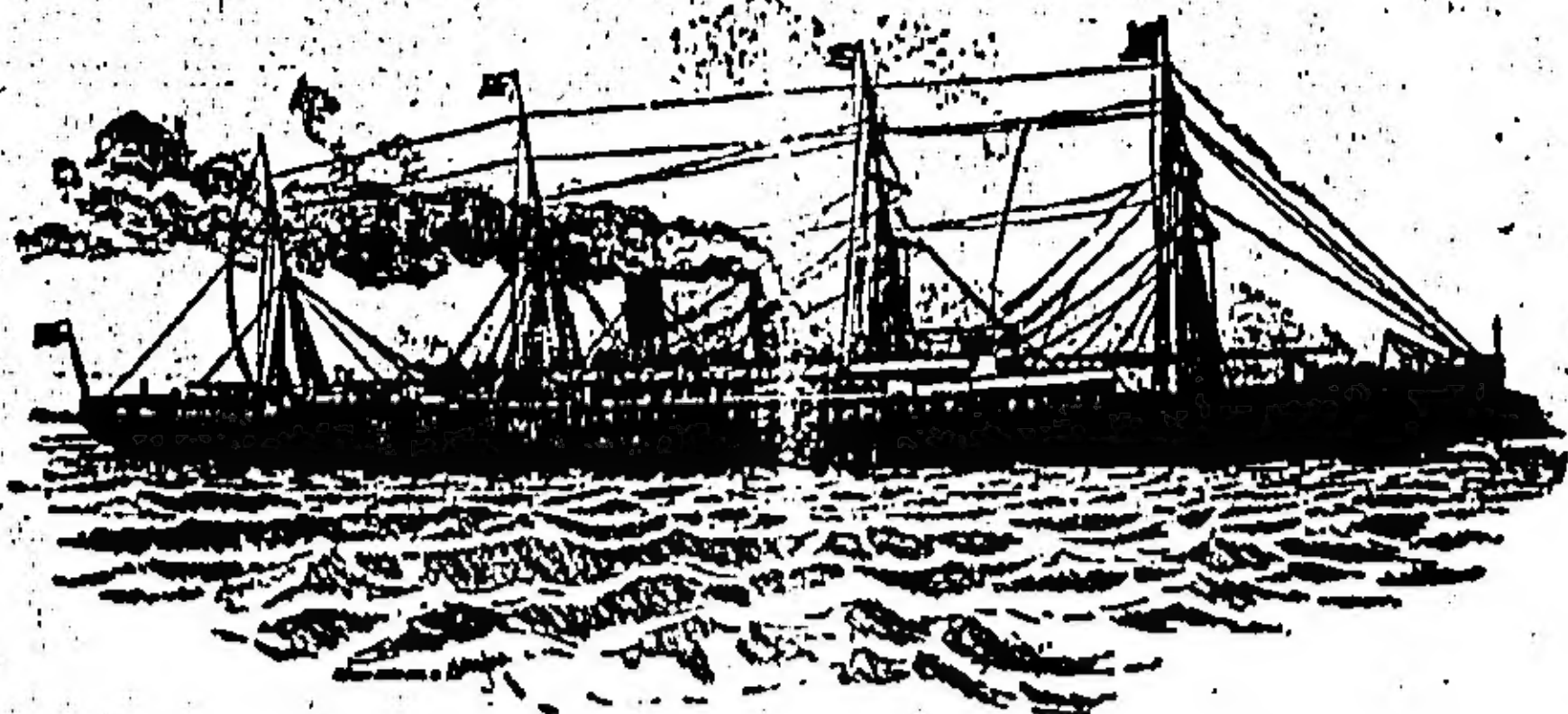
CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Mitsui, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinuma, Hokoku, Honda, Ichimura, Kanada, Mameda, Mannoura, Onoura, Oishi, Sasebo, Tsubakura, Yoshinami, Yoshio, Yonohara and other Coals. S. MINAMI, Manager, Hongkong.



## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE.

## PROPOSED SAILINGS FROM HONGKONG.

"DORIC".....	4,784 Gross Tons.....	TUESDAY, 27th September, at Noon.
"MANCHURIA".....	".....	SATURDAY, 8th October, at Daylight.
"KORBA".....	11,276 ".....	TUESDAY, 1st November, at Noon.
"GALIELO".....	4,201 ".....	THURSDAY, 10th November, at Noon.
"MONGOLIA".....	13,639 ".....	TUESDAY, 22nd November, at Noon.
"OHINA".....	5,060 ".....	SATURDAY, 3rd December, at Noon.
"DORIC".....	4,784 ".....	THURSDAY, 15th December, at Noon.
"COPTIC".....	4,352 ".....	".....
"AMERICA MARU".....	6,300 ".....	".....

Record Trip Yokohama to San Francisco made by s.s. "KORBA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Steamship "DORIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 27th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

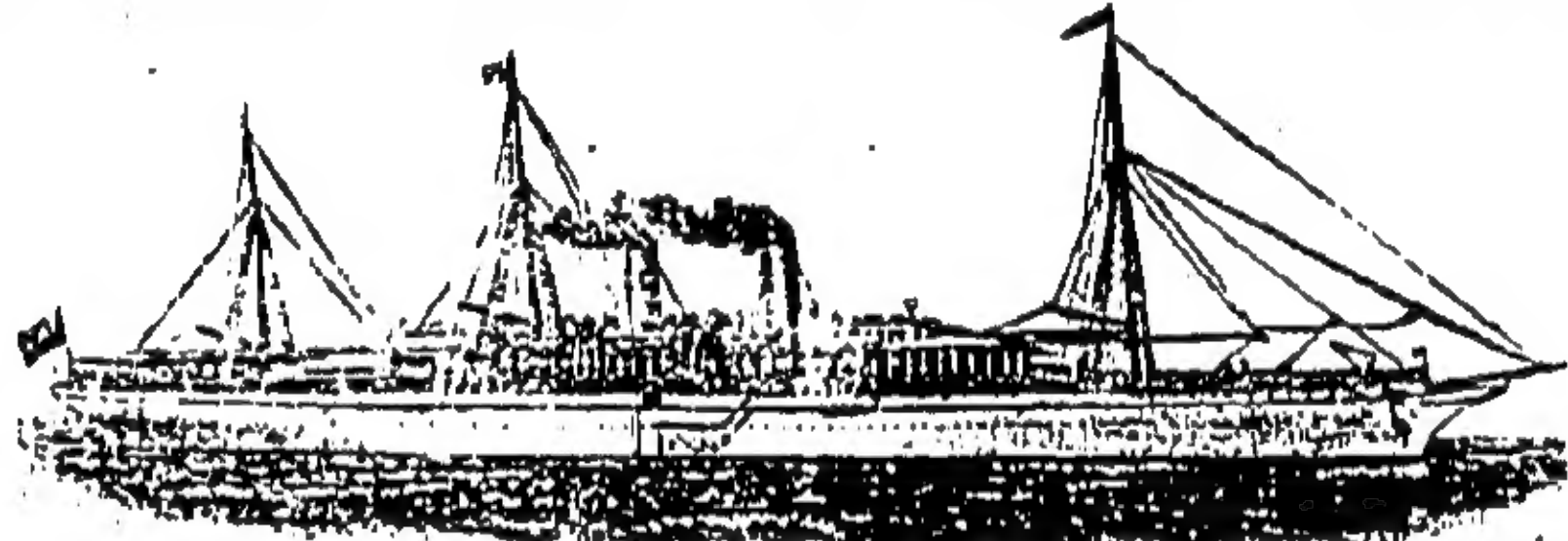
## FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date. For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 15th September, 1904.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF JAPAN".....	6,000 Tons.....	WEDNESDAY, 21st September.
"ATHENIAN".....	2,440 ".....	WEDNESDAY, 12th October.
"EMPRESS OF CHINA".....	6,000 ".....	WEDNESDAY, 19th October.
"TARTAR".....	4,425 ".....	WEDNESDAY, 2nd November.
"EMPRESS OF INDIA".....	6,000 ".....	WEDNESDAY, 16th November.
"EMPRESS OF JAPAN".....	6,000 ".....	WEDNESDAY, 14th December.

Hongkong to London, 1st Class..... £40. Via St. Lawrence £60. Via New York £62.

Steamers, and "Empress" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,  
9, Pedder's Street.

## HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICA PORTS)

## PROPOSED SAILINGS FROM HONGKONG

STREAMERS.	DESTINATIONS.	SAILING DATES.
SAMBIA.....	HAVRE, BREMEN and HAMBURG.	20th Sept. Freight.
Lüning.....	(Calling at S'PORE, PENANG & COLOMBO.)	
SCANDIA.....	HAVRE and HAMBURG.	3rd October. Freight and Passengers.
(ex KONIGSBERG) Behrens.....	(Calling at S'PORE, PENANG & COLOMBO.)	
SUEVIA.....	HAVRE and HAMBURG.	18th October. Freight.
von Döhren.....	(Calling at S'PORE, PENANG & COLOMBO.)	
BRISGAVIA.....	HAVRE and HAMBURG.	1st Nov. Freight.
Schülke.....	(Calling at S'PORE, PENANG & COLOMBO.)	
SLAVONIA.....	HAVRE and HAMBURG.	15th Nov. Freight and Passengers.
(ex STRASSBURG) Madsen.....	(Calling at S'PORE, PENANG & COLOMBO.)	
REGOVIA.....	HAVRE and HAMBURG.	29th Nov. Freight.
Frick.....	(Calling at S'PORE, PENANG & COLOMBO.)	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE.

Hongkong, 12th September, 1904.

## LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free. Hongkong, 30th July, 1904.

## THE AMERICAN SYSTEM OF DENTISTRY.

M. H. CHAUN, D.D.S.,  
37, DES VŒUX ROAD CENTRAL, HONGKONG.

From the University of Pennsylvania, U.S.A. Hongkong, 4th June, 1904.

## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM".....	2,301 tons.....	Captain R. D. Thomas.
"TOWAN".....	2,336 ".....	G. F. Morrison, R.N.R.
"FATSHAN".....	2,400 ".....	W. A. Valentine.
"HANKOW".....	2,573 ".....	B. Branch.
"KINSHAN".....	2,500 ".....	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 8.30 P.M. and 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN".....1,998 tons.....Captain H. D. Jones.

Departures from Hongkong to Macao on week days at 2 P.M.

Departures on Sundays at NOON.

Departures from Macao to Hongkong daily at 7.30 A.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN".....219 tons.....Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM".....588 tons.....Captain J. Willox.

"NANNING".....569 ".....C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

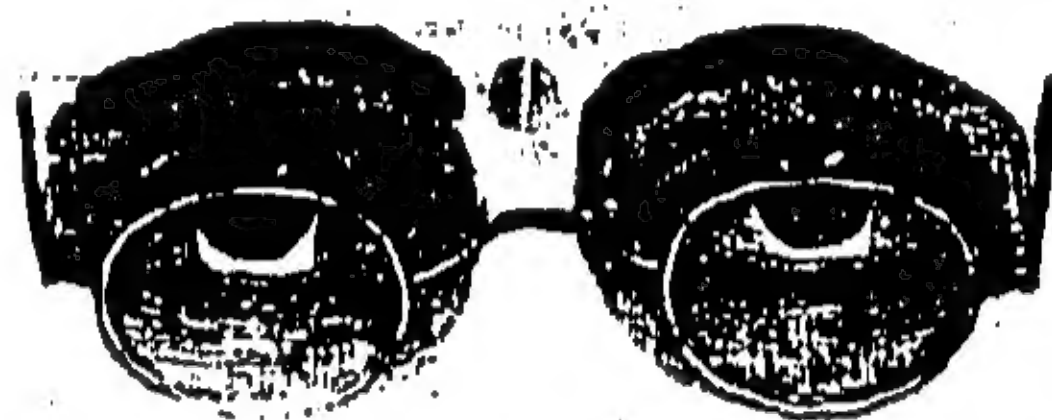
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 17th September, 1904.

## Intimations.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES  
TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

16, QUEEN'S ROAD, CENTRAL.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper  
Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are useful and give the effect of coolness.

Prices from \$2.00. A. S. TUXFORD, Manager.

Hongkong, 1st June, 1904.

## F. BLACKHEAD &amp; CO.,

SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MER-  
CHANTS, NAVAL CONTRACTOR  
AND GENERAL COMMISSION  
AGENTS.

16, DES VŒUX ROAD CENTRAL,  
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE  
COMPOSITION RED HAND  
PAINT, HARTMANN'S GREY PAINT,  
DAIMLER'S PATENT MOTOR  
LAUNCHES.

&c. &c. &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM  
and  
P. & O. SPECIAL LIQUOR SCOTCH  
WHISKY, &c.

EVERY KIND OF  
SHIPS STORES AND REQUISITES  
ALWAYS IN STOCK

AT  
REASONABLE PRICES

Hongkong, 15th December, 1901.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-  
LERS AND WATCHMAKERS

EASTMAN'S  
KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES.  
"OMEGA" is the best, "THREE YEARS"  
guarantee given to every purchaser.

at QUEEN'S ROAD,  
Watson's Building.

TUBORG BEER.

A FIRST CLASS PILSENER BEER  
guaranteed free from Salicylic Acid,  
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts,  
17.6 dos. pints).

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1903.

MEE CHEUNG,

PHOTOGRAPHER,  
TOP FLOOR OF ICE HOUSE, IN  
Des Vœux Road.

Is-Hoos Road.

IS now in a position, in his New and Com-  
modious Premises, to take, as heretofore,  
ALL PHOTOGRAPHIC ART PRACTICED  
in the Colony or in any part of the Far East.

GROUPS AND VIEWS  
especially.

Hongkong, 22nd September, 1904.

## ESPECIAL OLD TOM GIN.

Marshall and  
Elvy's

DOUBLY DISTILLED  
AND OF  
MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES,  
Des Vœux Road.

Hongkong, 11th May, 1904.

SELF CURE NO FICTION!  
MARVEL UPON MARVEL!  
NO SUFFERER  
NEED NOW DESPAIR,  
but without running a doctor's bill or falling into  
the deep ditch of quackery, may safely, speedily  
and economically cure himself without the know-  
ledge of a second party. By the introduction of  
THE NEW FRENCH REMEDY  
THERAPION.

A complete revolution has been wrought in this de-  
partment of medical science, whilst thousands have  
been restored to health and happiness who for  
years previously had been merely dragging out a  
miserable existence.

THERAPION No. 1—A Sovereign  
Remedy for discharges from the urinary  
organs, suppurating infections, the use of which  
does inoperable harm by laying the foundation  
of stricture and other serious diseases.

THERAPION No. 2—A Sovereign  
Remedy for primary and secondary skin  
eruptions, rheumatism, pains and swellings of  
the joints, and all those complaints which mercury  
and arsenic are so popularly but erroneously  
supposed to cure. This preparation purifies the  
whole system through the blood and thoroughly  
eliminates all venous matter from the body.

THERAPION No. 3—A Sovereign  
Remedy for debility, nervousness, impaired  
vitality, sleeplessness, indigestion and incapacity for  
business or pleasure. It is of solid gold, binding,  
indigestion, pains in the back and head, and all  
those disorders resulting from early error and  
excess which the faculty so pertinaciously ignores,  
because so important to cure or even relieve.

THERAPION is sold by principal Chemists  
throughout the world. Price in England 1/6  
and 4/6. In ordering, state which of the three  
numbers required, and observe that the word  
"THERAPION" appears on British Government  
Stamp (in white letters on a red ground) affixed  
to every package by order of His Majesty's Hon.  
Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Ltd.,  
Hongkong, China and Manila.

THE HONGKONG  
STUDIO.

HIGHER CLASS PHOTOGRAPHER,  
41 & 43, QUEEN'S ROAD CENTRAL,  
TOP FLOOR.

PORTRAITS, GROUPS AND ENLAP-  
GING AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS  
ON HAND.

PRICE VERY MODERATE.

Hongkong, 17th September, 1904.

## Intimation.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of  
entrance, top 95 ft.; bottom 76 ft.  
Water on blocks, 27.5 ft. Time to  
pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of  
entrance, top 60.5 ft.; bottom 45.8  
ft. Water on blocks, 26.5 ft. Time  
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of  
Captains and Engineers is respectfully called to the advantages offered for Dock-  
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,  
and a large stock of material is always at hand, (plates and angles all being tested by  
Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of  
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable  
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge  
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be  
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that  
of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

## Hotels.

GO TO THE  
KOWLOON HOTEL,  
KOWLOON.

J. W. OSBORNE,  
Proprietor and Manager.

## THE RAMSGATE OF HONGKONG.

## METROPOLE HOTEL.

THREE miles out on the Shan-ki-wan Road.

Trams pass the doors every few minutes.

The only House on the Road.

The popular resort of the Colony, occupying a charming seaside situation and command-  
ing the most extensive view of the Harbour and Kowloon Peninsula.

Excellent accommodation for a few Boarders.

Good Sea Bathing.

Refreshments served of the first quality only.

Private Tiffin and Dinners, prepared in first-class style on the shortest notice.

Dinner Parties and Picnics catered for.

JAS. CHRISTIE,  
Proprietor and Manager.

Hongkong, 15th August, 1904.

## HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 58.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

THE CONNAUGHT HOUSE,  
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL  
OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Laundry Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

KING EDWARD  
HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND

BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D'Hotel at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd October, 1902.

Occidental  
HOTEL.

EXCELLENT CUISINE.



## Auction.

## GOVERNMENT NOTIFICATION.

**PARTICULARS AND CONDITIONS** of the letting by Public Auction Sale, to be held on **MONDAY**, the 19th day of September, 1904, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of **CROWN LAND** above Bowen Road in the Colony of Hongkong, for a term of 75 years, commencing from the 1st day of April, 1901, with the option of renewal at a **CROWN RENT** to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Area in Acres	Annual Rent	Upset Price
1	Near Bowen Road, Hongkong	613 374 97 103 72 135	342	2,000	

## Intimations.

THE HONGKONG &amp; KOWLOON WHARF AND GODOWN CO., LD.

**NOTICE** is hereby given that an EXTRAORDINARY GENERAL MEETING of the Hongkong and Kowloon Wharf and Godown Company, Limited, will be held at Messrs. Jardine, Matheson & Co.'s Office, Pedder Street, Victoria, Hongkong, on **THURSDAY**, the 22nd day of September, 1904, at 12.15 P.M., when the subjoined Resolutions which were passed at the Extraordinary General Meeting of the Company held on the 31st day of August, 1904, will be submitted for confirmation as Special Resolutions:

- That the Capital of the Company be increased from \$1,500,000 to \$2,000,000 by the creation of 10,000 New Shares of \$50 each.
- That such New Shares be issued at a premium of \$30 per share and be offered to those persons who are registered as Shareholders of the Company on 1st October, 1904, in the proportion of one New Share for every complete three shares held by them on 1st October, 1904.
- That the amount due for the New Shares shall be called up on 31st December, 1904.

Dated the 2nd September, 1904.

By Order of the Board,  
EDWARD OSBORNE,  
Secretary.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

**THE ORDINARY GENERAL MEETING** of SHAREHOLDERS in the above Company will be held at the Company's Office, on **WEDNESDAY**, the 28th September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1904.

The **TRANSFER BOOKS** of the Company will be **CLOSED** from the 19th to the 28th September, both days inclusive.

DOUGLAS LARRAIK & Co.,  
General Managers.  
Hongkong, 13th September, 1904. [103]

A. S. WATSON &amp; CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

**PURSUANT** to Resolution the General Managers of A. S. WATSON & Company, Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of \$10 each at a Premium of 10 per cent. or \$11 a share.

Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every 10 shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per share will be payable on application.

The **TRANSFER BOOKS** of the Company will be **CLOSED** from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid-up Capital of the Company is \$600,000, divided into 60,000 shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$900,000 divided into 90,000 shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Office in Alexandra Buildings or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS &amp; SON,

General Managers.

Hongkong, 22nd June, 1904. [754]

## NOTICE TO SHIPPERS.

**THE NIPPON YUSEN KAISHA** are prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK CARGO and ISSUE BILLS OF LADING to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, as hitherto, by the Steamers of the NORTHERN PACIFIC & S. CO., BOSTON STEAMSHIP and TOWBOAT CO., OCEAN S. S. CO. and CHINA MUTUAL S. N. CO.

For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

A. S. MIHARA,

Manager.

Hongkong, 20th May, 1904. [648]

## Intimations.

THE HONGKONG STEAM WATER BOAT COMPANY, LIMITED.

**NOTICE** IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Hongkong Steam Water Boat Company, Limited, will be held at the REGISTERED OFFICES of the Company, No. 17, Connaught Road, Victoria, in the Colony of Hongkong, on **THURSDAY**, the 22nd day of September, 1904, at 12 Noon, for the purpose of considering and if thought fit passing the subjoined special Resolutions.

Should the said Resolutions be passed by the required majority they will be submitted for confirmation as special Resolutions to a second Extraordinary Meeting which will be subsequently convened.

Dated 13th day of September, 1904.

By Order of the Consulting Committee,  
J. W. KEW,  
Manager.

1. That it is expedient to acquire and take over by way of amalgamation the business and undertaking of Messrs. Lane Crawford and Company of supplying fresh water to ships and vessels in the Harbour of Hongkong, and that the provisional agreement for the purpose submitted to this Meeting be and is hereby approved and that the Manager and Consulting Committee of this Company be and they are hereby authorised to adopt and ratify the said agreement and to carry the same into effect and to affix the Common Seal of this Company thereto with full power to assent to any modifications in the agreement which they may think expedient in the interests of this Company either before or after the adoption thereof, and that if the said agreement becomes absolute the Consulting Committee be and they are hereby empowered to increase the Capital of this Company to \$150,000 by the creation of 7,500 new shares of \$20 each to be issued as fully paid up shares and to be allotted to Messrs. Lane Crawford and Company in consideration of the sale by them to the Company of their business of supplying fresh water to ships and vessels in the Harbour of Hongkong.

2. That the Articles of Association be altered in the following manner:—

The following article shall be substituted for Article 63, namely:—

63. Joseph Whiteley Kew shall be the Manager of the business of the Company and shall be entitled to hold office for the term of five years from the 1st day of October, 1904, and he shall have the option at the expiration of the said term of five years of being the Manager of the business of the said Company for a further period of five years provided he exercise his said option in writing not less than six months prior to the expiration of the said first term of five years. During the said term of five years and the further term of five years the said Joseph Whiteley Kew may resign at any time upon giving to the Consulting Committee six calendar months' previous notice in writing of his intention so to do. The said Joseph Whiteley Kew shall once during the said term of five years and once during the further term of five years (if he shall then be Manager of the business of the Company) be entitled to leave of absence for a period of six calendar months. The said Joseph Whiteley Kew while holding the said office shall (save as aforesaid) reside in Hongkong.

The following article shall be substituted for article 66, namely:—

66. As remuneration for his services the said Joseph Whiteley Kew shall be paid by the Company a salary of \$500 per month payable on the last day of every month and he shall further be paid a yearly bonus of two and a half per cent on the net profit of the Company as shown and declared by the Company's annual balance sheet. The said Joseph Whiteley Kew shall be entitled to his said remuneration whilst on leave of absence. As remuneration for their services all subsequent Managers shall be paid such a salary as the Consulting Committee or the Company in General Meeting shall determine. Every Manager shall be reimbursed out of the Company's funds all moneys properly expended by him on the Company's behalf.

The following article shall be substituted for article 70, namely:—

70. There shall be a Consulting Committee consisting of not less than two or more than four members of the Company. Alfred Holland Skelton, a member of the firm of Lane, Crawford and Company, or in case of his death or absence from Hongkong one of the members of the firm of Lane, Crawford and Company for the time being, shall be a permanent member of the Consulting Committee and shall be entitled to retain office so long as Messrs. Lane, Crawford and Company holds not less than 1,000 shares in the Company.

It shall be for the Company in General Meeting to determine who shall be the remaining members for the time being of the Consulting Committee and they shall be appointed once in every year by the Company in General Meeting.

Article 82 shall be cancelled.

The remaining articles 83 to 123 be renumbered 84 to 124 for reference accordingly.

In article 84 (or as renumbered 85) the words: "The sum of \$500 each per annum whilst holding office" shall be substituted for the words "Shall not exceed \$750 per annum" to be divided between the several members thereof in such manner as they shall agree upon."

## NOTICE.

IN THE MATTER OF THE ESTATE OF GEORGE MANINGTON, LATE OF VICTORIA, IN THE COLONY OF HONGKONG, JOURNALIST, Deceased.

**NOTICE** is hereby given that all CREDITORS should send their CLAIMS against the above Estate to the undersigned before the 16th day of October, 1904, failing which they will not be recognised.

Dated the 16th day of September, 1904.  
E. A. SNEWIN,  
Executor.A SPECIAL SALE  
WILL BE HELD AT THE  
ITALIAN CONVENT

on behalf of the  
POOR ORPHANS  
on the  
22nd, 23rd and 24th instant, at 2 P.M.

of  
LADIES' AND CHILDREN'S UNDER-  
CLOTHING, CHILDREN'S DRESSES AND  
OTHER EMBROIDERED ARTICLES,  
Suitable for Birthday Presents, &c.

The prices will be marked on every article.  
The Superiress hopes to receive and merit a large share of the public patronage, who have at all times given her proof of their generosity.

ITALIAN CONVENT,  
28, Caine Road.  
Hongkong, 16th September, 1904.

## A RECORD GAME OF POKER.

Carl Hertz tells a most refreshing story of his experience with a party of cardplayers on one of his many trips across the Atlantic. One evening, in the smoking-room of the steamer, he noticed that a young Englishman of the gilled type was losing hundreds of pounds at poker with a gang of unshrinkable swindlers. By the time the play was over the youth had lost something beyond a thousand pounds, and Carl Hertz suspecting "foul play," and feeling sorry for the victim, who had arranged to join their game on the following night, determined to warn him, and to arrange a method of revenge. It was planned that when play was "beginning to get interesting" on the next night, the youth should feign indisposition, and ask Mr. Hertz to take his hand. The night came; the party began their little game—that is, the swindlers began their "little game." Events shaped as they had been prepared, and Carl Hertz "took a hand." The conjurer played "straight" enough for a few hands, just to encourage the men, who thought a new pigeon had flown into their trap; but soon Hertz noticed them making signs to one another, so when it came round to his turn to deal he "did things" to the pack, with the consequence that the first man got four Jacks, the next four Queens, the third four Kings, and the fourth (himself) four Aces. Quickly the swindlers began raising the stakes, until all the money and all the jewellery they had about them littered the table before them. The critical moment arrived. The man with the Jacks greedily and gleefully exposed his cards; the Queen hand came next, and was in turn laughed at by the proprietor of the four Kings, who began to scoop in the cash, rings, pins, and watches. Saying that he, too, was fortunate in his hand, Carl Hertz stopped the croupierlike action of the four-King man, and presented his four aces for inspection. In a flash the gamblers knew they had been tricked, and one man felt in his hip pocket for his revolver. But before he could draw it he was seized, and then the famous illusionist denounced the three players as a set of thieves. They were put in irons, charged at New York, and received two years' imprisonment. The young Englishman got all his money back, and the surplus was given to the sailors' charities.

## BARBAROUS THIBET.

THE CUSTOMS OF THE MOST UNENLIGHTENED PEOPLE IN THE WORLD.

Mr. Jameson Reid describes, in the August number of the *Monthly Review*, his journey through the East and North-East of Thibet. It would be an utter impossibility, he says, to imagine a people more, unenlightened and barbarous than the native population of North-eastern Thibet. They are but a grade removed from the lower orders of animals.

In one of the villages the party were honoured at a sumptuous banquet, and it appears that the natives' gluttonous appetites seemingly knew no limit; for each consumed vast quantities of food, washed down with such huge draughts of araki and tea that one could not but wonder where these vast quantities of edible and potable matter found lodgement. But to solve the mysteries and capabilities of a Thibetan stomach is a task which would puzzle the most erudite mathematician. In fact, the chief avocation of the Thibetan, when fortune permits, is the enjoyable business of eating. During many months spent among nomad and settled Thibetans—to say nothing of their manners, excluding women from all companionship at their meals, dipping their hands up to the elbow in one dish, eating sheep's intestines, and sleeping in miserable tents of stone dwellings crawling with vermin engendered by their filthy habits—never in a single instance noticed temperance or frugality, except from necessity, for in their nature they are

## GLUTTONS,

and will eat at any and all times till they are gorged of whatever they can get, and then lie down and sleep like brutes. I have sometimes amused myself by testing their appetites, and I never knew them to refuse anything that could be eaten. Their stomach is literally their god, and the only chance of doing anything with them is by first making, to this tutelary deity, a grateful offering. Instead of scorning tainted and unfit food, they will devour it with avidity, even with the full knowledge that they must pay dearly for this incontinence. As regards their mental and moral character—so far as a race can be characterised in a few words—it may be said that the Thibetans are, if not in the first rank of savage races, not in the last. Their intelligence is considerable, as their implements and folklore abundantly prove, and that they possess certain traits of bravery may be inferred from their ability to exist for generations between aggressive and powerful enemies on all sides of them, and to repel successfully all attempts at alien aggression. They display a taste for music, and are

PASSIONATELY ADDICTED TO GAMBLING, having the keenest interest in speculations of all sorts. On numberless occasions I have seen two men sit down for hours and shake small dice for the most trivial objects, their every movement watched by an excited group of spectators, eager partisans who took such an interest in the game that the inevitable ending was a sanguinary brawl of no mean dimensions. Horse-racing is another favourite pastime of the Thibetans, but their animals are sorry beasts, and the excellence of the performance is judged more by the skill of the horseman than by the speed qualities of his mount. The moral standard of the Thibetan is not high; licentiousness and indecency, far from being uncommon, are rather the rule than the exception. The women are especially, erring in their extreme

## LAXITY OF MORALS,

and their utter want of shame are not more remarkable than the entire absence of jealousy

or self-respect on the part of their husbands and relatives. This is due perhaps to the degraded position of women in the community, excepting among those tribes where polyandry is practised, where their lot is in a measure improved. There are but few elaborate ceremonial functions in the direct business of marriage. Cupid must here exist on short commons, since Mammon enjoys a clear field and need ask no favours. A man wishing to secure a wife either steals one from a neighbouring tribe, or else purchases one in his own encampment. Polygamy and polyandry are co-existent, the number of wives a man may own depending altogether on the state of his fortunes and his ability to purchase a supply of these necessary adjuncts to a well-ordered community. The headmen, who are not limited by poverty, purchase as many wives as their fortunes will permit. A singular feature of this arrangement is that, while a parent may sell a woman to another man, there is nothing to prevent his re-selling an interest in her to suitors who may come after, who are looked upon as legitimate husbands as much as the first one, and who are obliged to assist in her support, their relative degrees of ownership being determined by their standing in the community.

ONE OF THE STRANGEST CUSTOMS of these Djun-Ba Thibetans is that attending death and burial. When a man dies, the nude body is attached to stakes driven into the ground, and exposed to the attacks of ravenous beasts and birds. Nothing could be more ghastly, as assuredly nothing could be more repulsive, than to happen, while travelling through the country upon one of these gruesome landmarks, from which flocks of carrion vultures rise slowly into the air with hoarse croakings as if resenting this intrusion on their repast. The bones and other remains, left after the attacks of the birds and beasts, are cremated, the ashes placed in sacred bowls, mixed with magic charms, and hung up in some prominent part of the tent or dwelling, or else buried beneath an obelisk of stones, where they serve as objects for numerous pilgrimages. A little of the dust is placed in small bags, and these are worn round the necks of the family of the deceased as preventative of disease and as a safeguard against evil of all kinds.

## COMMERCIAL.

## TO-DAY'S EXCHANGE.

London—Bank T.T.	10/13 1/2
Do. demand	10/13 1/2
Do. 4 months' sight	10/13 1/2
France—Bank T.T.	12/29
America—Bank T.T.	44 1/2
Germany—Bank T.T.	18 1/2
India T.T.	136
Do. demand	136 1/2
Shanghai—Bank T.T.	7 1/4
Japan—Bank T.T.	89 1/2
Singapore—Bank T.T.	Nominal
Java—Bank T.T.	100 1/2

4 months' sight L/C.	1/10 3/16
6 months' sight L/C.	1/10 5/16
30 days' sight San Francisco & New York.	44 1/2
4 months' sight do.	45 1/2
30 days' sight Sydney and Melbourne	1/10 7/16
4 months' sight France	2/33
6 months' sight	2/34
4 months' sight Germany	1/90
Rar Silver	26 1/2
Bank of England rate	3 1/2

## OPIUM QUOTATIONS.

To-day's quotations are as follows:—	Per chest
Valwa New	@ 1,080/1,100
" Old	@ 1,120/1,180
" Older	@ 1,200/1,280
" Oldest	@ 1,300/1,340
Paina New	@ 1,115
Renares New	@ 1,085
Perdign (Panna)	@ 850/925

## Intimations.

GREEN ISLAND CEMENT COMPANY, LIMITED.

## PORTLAND CEMENT

In Casks of 375 lbs. net \$5.00 per Cask

ex Factory.

In Bags of 250 lbs. net \$8.20 per Bag

ex Factory.

SHEWAN, TOMES &amp; Co.,

General Managers.

Hongkong, 2nd September, 1904. [783]

## FURNITURE WAREHOUSE.

LI KWONG LOONG,

李廣隆

CABINET-MAKER AND ART DECORATOR,

from Shanghai, has opened a

FURNITURE STORE

at

No. 1, WYNDHAM STREET.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to

order in any design required.

Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Ltd., Joint Telegraphs Co., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co. Ltd.  
ORDERS punctually attended to, and  
CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 2nd September, 1904. [695]

## Intimations.

## THE BRIGHT SIDE

of life. It is a feeling common to the majority of us that we do not get quite the amount of happiness we are entitled to. Among the countless things which tend to make us more or less miserable ill health takes first place. Hannah More said that sin was generally to be attributed to biliousness. No doubt a crippled liver with the resulting impure blood, is the cause of more mental gloom than any other single thing. And who can reckon up the fearful aggregate of pain, loss and fear arising from the many ailments and diseases which are familiar to mankind; like a vast cloud it hangs over a multitude no one can number. You can see these people everywhere. For them life can scarcely be said to have any "bright side" at all. Hence the eagerness with which they search for relief and cure. Remedies like

## WAMPOLE'S PREPARATION

have not attained their high position in the confidence of the people by bald assertions and boasting advertisements. They are obliged to win it by doing actually what is claimed for them. That this remedy deserves its reputation is conceded. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Nothing has such a record of success in Scrofula, Anemia, Throat and Lung Troubles, and emaciating complaints and disorders, that tend to undermine the foundations of strength and vigour. Its use helps to show life's brighter side. Dr. H. L. Reddy, B. A., M. D., L. R. C. S., Edinburgh.—L. R. C. P., London.—Physician Women's Hospital—Professor University of Bishops College, Canada, says: "I have much pleasure in stating that I have used it in cases of debility and have found it to be a very valuable remedy as well as pleasing to take." You can take it with the assurance of getting well. It never disappoints. Sold by all chemists.

78-1  
GOVERNMENT OF BRITISH NORTH BORNEO.

## GOVERNMENT OF LABUAN.

REVENUE FARMS FOR 1905, 1906, 1907.

**TENDERS** will be received by the SECRETARY to the GOVERNOR, Sandakan, on or before the 15th November, 1904, for the following **REVENUE FARMS**, for the year 1905, or for the three years 1905, 1906, 1907:—

**OPIUM FARMS.**  
**SPIRIT LICENSE FARMS.**  
**PAWNBROKING FARMS.**  
**GAMBLING RESTRICTION FARMS**  
(North Borneo only).

For Particulars, apply to—  
Messrs. GIBB, LIVINGSTON & Co.,  
Hongkong.

## BRITISH NORTH BORNEO.

## CUSTOMS FARM 1905.

**TENDERS** are invited up to 12 Noon, 15th November, 1904, for the **CUSTOMS FARM**, including the sole right to collect all Import and Export duties payable to Government, exclusive of Import duties on WINES, BEER and SPIRITUOUS LIQUORS, which are farmed separately, and Export duty on ESTATE TOBACCO, TIMBER, COAL, MINERALS, CUTCH and manufactured products for the year 1905. Tenders may be for the whole territory (exclusive of Province Clarke) extending from Sepilong river in Padan Bay on the West Coast to Brunsburk Point, Sibuko Bay, on the East Coast, including all bays, rivers and islands within the State, or for each separate district.

Each tender should state the monthly rent tendered.

This Farm is subject to the Laws and Regulations now in force or to any Laws or Regulations which may from time to time be enacted or issued by Government.

Any further information on the subject may be obtained from Messrs. GIBB, LIVINGSTON & Co., Hongkong, the Finance Commissioner, Sandakan, or from the President or Officers-in-charge of the different districts or stations.

Tenders should be sealed and addressed to the Secretary to the Acting Governor of British North Borneo.

Every tender must state the nature of the security to be offered and which must be partly in cash to be deposited in an approved Bank or partly in land and house property.

The Government does not bind itself to accept the highest or any tender.

August 25th, 1904. [970]

## TECHNICAL INSTRUCTION CLASSES.

## INSTITUTION OF ENGINEERS.

**AN ASSISTANT TEACHER** required for Elementary Work only. Must be duly qualified in Mathematics and Science. Salary: fixed, plus capitation fee.

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W. H. WILLIAMS,  
Director.  
Hongkong, 15th September, 1904. [1039]

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**REPORT OF AN EXPERT.**  
The representative of Messrs. BRATBY and HINCHLIFFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first class nature, and they showed that scrupulous care was exercised in the course of their manufacture.

Order Books and Price List. Please apply to FACTORY and OFFICE, West Point, Tel. 367, Depot, Ice House Street, Tel. 374.

Dr. P. DANENBERG & F. P. DANENBERG,  
General Managers.

Hongkong, 20th May, 1904. [697]

## Intimations.

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Hongkong, 15th September, 1904.

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Hongkong, 8th January, 1904.

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MARINE SURVEYORS.

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Telegram Address: "WILKS," Telephone No. 358.

Hongkong, 3rd May, 1904.

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All communications intended for publication in the HONGKONG TELEGRAPH should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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The postage on the weekly issue or any part of the month is 30 cents per quarter.  
Single Copies Daily, ten cents; Weekly, twenty-five cents.

## DEATH.

On 8th September, at the General Hospital, Shanghai, Baron GNEOMAR SCHILLING, of the Russo-Chinese Bank, aged 30 years.

## The Hongkong Telegraph

HONGKONG, SATURDAY, SEPTEMBER 17, 1904.

## ANOTHER PEAK TRAMWAY.

In July of last year, when we definitely announced that a new line of tramways was in contemplation to the Hill District, we stated that every encouragement should be given for the building of the much-needed proposed line. We are pleased to see that our report is now borne out by the publication of a draft bill, which Messrs. Johnson, Stokes and Master, on behalf of the promoter, Mr. Alexander Findlay Smith, have published in the current issue of the *Government Gazette*. This is in accordance with the provisions of the standing rules and orders of the Council that all private bills should be first published before their introduction into the Council. The proposed bill contains a hundred and twenty-eight sections, and provides for all that relates from the legal standpoint, to the laying down and completion of this new line of tramways giving access to the higher levels of the island. Provision is made in the bill for the purchase of lands by agreement and otherwise than by agreement, for assignments entry, lands in mortgage, and rent charges. These are provided for in sections 51 to 112, inclusive. Miscellaneous provisions as to the recovery of fares, penalties, etc., etc., are contained in the last twelve sections, viz. 117 to 128. Into the details of these we need not enter here, beyond mentioning that the maximum fares chargeable will be as follows:—For every first-class passenger, 40 cents; for every second-class passenger, 30 cents; and for every third-class passenger, 10 cents. But as regards the general scheme it may be useful to outline the new undertaking which is bound to be fraught with so many advantages in a Colony whose only drawback has been stated to be its own circumscribed area. As mentioned in our columns more than a year ago, it is proposed to run a double line track, about one mile in length, commencing at the lower end of Battery Path, near Queen's Road, and proceeding by the Public Gardens and Glenalee Gully to a point at Victoria Gap, below No. 6 Police Station, and terminating at the junction of the Peak and Chamberlain Roads. It is the intention of the promoter to construct a line of steel rails on a gauge of not less than four feet eight inches in width, and should the bill, in its present form, pass the Council he must, within five years from the commencement of the Ordinance, complete and open for traffic the whole of the tramway. The cars to be used may be moved by means of a stationary steam engine or by electrical power conveyed by wires to stationary machinery actuated by dynamos, and steel wire rope or ropes. Every car used will have to be constructed so as to provide for the safety of passengers and for their safe entrance to and exit from, and accommodation in the vehicle and their protection from all the machinery in connection therewith. Rules are provided for regulating the working of the tramway, while a special clause respecting traffic says the cars may be used for the purpose of conveying passengers, animals, goods, and so on. It is only by such means as the bringing nearer to the city limits, the outlying districts and the suburban residential sites that Hongkong can provide healthier accommodation for the ever-increasing flow of its population. Circumstances have so combined as to make European residences almost a necessity for the large number of the middle-class people, who have made Hongkong their island home, and it is well that public corporations, with the aid of government, should make life here as little irksome as possible. The provision of healthy residences ranks, perhaps, as the most important in a climate who enervating influence is certainly trying and where living in congested surroundings does not conduce to the greatest of comfort. While welcoming the new high level tramway company as a boon of no little importance to the Colony, we do not ignore the priority of interest which the existing company has over the proposed undertaking. At the same time, it must be admitted that the traffic demand is far in excess of the accommodation, and the new

line certainly is not calculated to infringe on the rights of the present company, which will continue to enjoy the extensive patronage and support of the Peak residents, which it has laid itself out so conspicuously to merit. There is a clause in the Bill to the effect that, if at any time after the tramway shall have been for three years opened for public traffic, it shall be represented to the Governor in Council by the Director of Public Works or by twenty inhabitant ratepayers, that the public are not afforded the benefit of the undertaking an officer may be appointed to inquire into the matter. Upon his report being presented the Governor in Council has the power to require the promoter to provide additional facilities in the way of a better service of cars. Hongkong is a growing colony, and the limit of its population has not yet attained anything like the high-level mark, and it is beyond a doubt that there will be room for both companies to do well and earn profitable dividends for their promoters.

## LOCAL AND GENERAL.

ANOTHER white plague return was sent out today.

THE German Mail of the 17th August, was delivered in London on the 16th instant.

THE U. S. S. gun-vessel *Helena*, which has been here some time, left this morning bound South.

THERE has been a large fire at Victoria, British Columbia, the loss being estimated at \$40,000.

THE prophets at the Manila government observatory have discovered that there was a series of tiny earthquakes on Sunday night.

THE hospital ship *Hakui Maru* had a very bad time in the typhoon on the 20th ult., but succeeded in taking refuge at Port Hamilton.

At the Criminal Sessions, which commence on Monday, only six indictments will engross the attention of the Chief Justice. All the prisoners are Chinese.

THE only Chinese who are experiencing some trouble at the hands of the Japanese are those who speak Russian, and have acted as interpreters to the Russians.

MR. F. W. Stapleton has been added to the list of persons exempted from the operation of Bye-laws 2, 3, 4 and 5 of the Public Health and Building Ordinance, 1903.

A GOOD deal of blockade-running seems to be going on still from Chefoo. There has been a good deal of salvage from the *Unison*, but her position is very precarious.

WE notice that a change has been made in the Captaincy of the Macao excursion steamer *Wingchai*, presumably in consequence of the recent regrettable litigation.

NO Throne, no nation has ever been shadowed by a blacker cloud than this which seems to be spreading its wings between the fortunes of Russia and the sun.—*Daily Telegraph*.

H. E. THE Governor has appointed Gershom Stewart, provisionally and subject to His Majesty's confirmation, Unofficial Member of the Legislative Council in place of the Hon. Sharp, resigned.

ANOTHER large batch of junkmen were fined \$5 each, by Mr. Kemp this morning, at the instance of Inspector Williamson, for failing to exhibit lights between sunset and sunrise, in Aberdeen Bay last night.

TWO fishing-junk masters were, this morning, fined \$50 each, by Mr. Kemp, for killing fish in the waters of the harbour, with dynamite. There was the usual alternative of imprisonment, but the fines were paid.

THIS afternoon at 3.30 o'clock the new Grounds of the Hongkong Police Recreation Club at Tsimsha Tsui were opened by Mr. F. J. Badeley, Captain Superintendent of Police. A large number of the Force, with their wives, families and friends, were present, and after formally declaring the grounds open, Mr. Badeley and Mr. E. R. Hallifax, Assistant Superintendent of Police, selected a pick-up team and played a match at bowls, thus inaugurating the club's new recreation grounds. The match was not finished when we had to go to press.

THE plague of elephants is a very serious matter in various parts of Siam, says a correspondent. In Tanayaburi Muang, in this Monthon of Bangkok, a big herd of these animals has been doing frightful damage to the growing paddy for days past. They eat their fill of it, trample it into the ground, and even lie and rest among it. There is no remedy; nobody dares to interfere. The Government may be acting wisely enough in strictly protecting the herds of elephants, but in ordinary fairness compensation ought to be paid for the damage they do. The people feel it to be a very great grievance.

SITTING in Chambers this morning, the Chief Justice (Sir H. S. Berkeley) listened to an application for the release from custody of a bankrupt named Han Hung Lung Lan, against whose estate a receiving order was made at Thursday's sitting of the Bankruptcy Court. Mr. John Hastings supported the motion, and Mr. J. Hays (Messrs Johnson, Stokes and Master) appeared for the principal creditor. After the affidavits and other documents had been read His Lordship adjourned the application for two weeks, in order to enable the execution creditor to make further inquiries regarding the debtor's estate. The bankrupt remains in custody pending such investigation.

GOODHEART, by nature and Goodhart by name, the "Hon. Jumbo" of the I.M.C., leaves the Colony and a wide circle of friends by the *Arratoon Apar*.

H. E. THE Governor has given his assent, in the name and on behalf of His Majesty the King, to Ordinance No. 7 of 1904, an Ordinance to regulate the Internment of Refugees belonging to the Russian and Japanese forces.

SIR Henry Arthur Blake, O.C.M.G., having resigned the appointment, it is notified in the *Gazette* that H. E. Sir Matthew Nathan, K.C.M.G., has been pleased to accept the position of Honorary Colonel of the Hongkong Volunteer Corps.

VICKROY Tsen of Canton has telegraphed to his Government that a certain foreign warship has arrived in Kwangchow, loaded with arms for the Kwangsi rebels, contrary to the law of nations, and that the matter should be promptly referred to the Foreign Minister at Peking, with a view to stopping the supply of arms.—*Eastern Times*.

CAPTAIN A. J. Campbell, master of the British steamer *Dunbar*, has had conferred upon him by Imperial command a medal with the Red Ribbon in recognition of his services in rescuing at sea Mr. Siki, a railway official, and seventy other Japanese refugees from the *Sado-maru*, which was sunk by the Russian warships on June 15th last.

As will be remembered, some time ago Viceroy Tsen of Canton memorialized the Throne, requesting permission to borrow Tls. 3,000,000 from the people for the carrying out of some important objects of local administration. The loan thus contracted is to be repayable within ten years, the funds derived from the Wei Sheng lotteries to be taken as security. Imperial sanction has been given to the Viceroy's proposal, which will probably be carried into effect upon his return to Kwangsi.—*Eastern Times*.

UNDER the direction of the Government more than \$600,000 is to be expended improving and beautifying the city of Manila. Mr. Daniel H. Burnham, the Chicago landscape gardener, will go to Manila in a short time to inspect the city and will report plans for its beautification, which is to be accomplished at a cost of \$2,000,000 or more. The esteros or open waterway are to be straightened and freed of all sewage and parks are to be laid out. The walled city is to be preserved and put in first-class sanitary condition.

THE United States cruiser *San Francisco* which is now in port, and in dock for the purpose of overhaul and painting, left Cavite on 30th ult., for Woonung, where she took on board men whose terms of enlistment are nearly expired, from the American warships cruising in the vicinity of Shanghai, or lying in that port, and transferred new men to them. From here she proceeds to Norfolk, Virginia, via the Suez Canal, stopping at Singapore, Colombo, Port Said and other ports. At Norfolk the *San Francisco* will probably go out of commission for necessary repairs.

ALARM is felt regarding the Vicomte du Couverville, French naval attaché at St. Petersburg, and Captain von Gillemeim, of the German army, who are said to have left Pigeon Bay in a junk on the 17th August, and have not been heard of since. They intended to make Shan-haikwan. It will be remembered that Captain von Gillemeim's senior colleague, Major Honepmann, who left on the 18th, arrived at Chefoo, and in due course came on to Tientsin and reported to the German Minister at Peking. In view of the length of time that has elapsed since the two gallant officers were heard of, the worst apprehensions are beginning to be felt, says the *China Gazette*.

THE *Novoye Vremya's* war correspondent sent the following account of the death of Artillery Colonel Huravsky at the battle of Chulien-cheng:—"Huravsky died like a hero. When the battery was about to retire he ordered a halt, trained the guns again, and re-opened fire. In a few seconds almost every surviving man had been mown by the Japanese. Then Huravsky himself loaded and fired the guns. When there were no more shells he took the breech-blocks and battered them against a rock. The few men left alive in the neighbourhood rushed up to him and begged him to retire. 'Go yourselves, children, with God! You have done all you could, but I remain,' he said. 'Without my guns there is no place for me.' A second later he fell, struck by half-a-dozen bullets."

## COLLISION IN THE HARBOUR.

LAST evening at seven o'clock, when near Kellert's Island, the steam launch, *Hoinan*, while towing a cargo junk, and a fishing boat across the harbour, was run into by a launch, believed to be the Customs launch *Kowloon*, with the result that, in the melle that ensued, the two junks were capsized. No lives were lost, but all the property on the junks went to the bottom. Very little damage was done to the launches. The usual inquiry will be held.

## THE CLAN FIGHT NEAR CANTON.

STOPPED BY OFFICIALS.  
(From our Correspondent.)

Canton, September 16th.  
Capt. Yeung, of the Shamien guard, has just returned from beyond the north gate whither he was sent in connection with a serious clan fight involving upwards of a hundred villages. The two Magistrates with whom he was accompanied, succeeded in restoring peace and will now proceed to investigate the circumstances leading to the breach of the peace. So far no one has been arrested, and the Magistrates have given compensation to owners of shops and other property which have been destroyed. A later date this will be made good by the party against whom a decision may be given.

## INTERNMENT CAMP AT KOWLOON.

FOR CREW OF RUSSIAN T.P.D. "BURNI."

The following regulations made by the Governor in Council, under section 4 of the Internment of Refugees Ordinance, 1904, on 15th inst., are printed in the *Gazette*:

1. The place of internment of the officers and men belonging to the Russian torpedo boat destroyer *Burni* (lately stranded on the coast of China) who are at present in the Colony, shall be a camp established for the purpose in the King's Park at Kowloon.

2. The Officer Commanding the 110th Mahratta Infantry shall be the Officer Commanding the said persons and camp.

3. Any refugee combatant interned under this Ordinance shall be subject to military law, and particularly to the provisions, so far as applicable, of part I of the Army Act, 1881, as from time to time amended.

## A REMARKABLE RECORD.

INCORRIGIBLE JUVENILE THIEF.

One of the most remarkable records, probably a "world's record," was unearthed this morning, when one, Wan Fuk, alias Chan Fuk, was released from prison, for the fourteenth time. Wan Fuk is a youth, only nineteen years of age, and commenced his career of crime at the age of 12 years, when, in 1897, he was twice convicted of larceny and sentenced in the first case to three strokes of the birch-rod, and in the subsequent case to three months' hard labour. In the following year he was three times convicted on charges of theft, and sentenced to imprisonment and a birching. In 1899 he was again convicted on similar charges and banished from the Colony, and only one month after he was arrested for having returned from banishment. He was sentenced to six months' hard labour, and to be banished again after the expiration thereof. Whilst in gaol he pretended to be insane, and crawled about on all fours, growling like a bear, and refusing food. He was then fourteen years of age. On account of his behaviour he was put in the Lunatic Asylum, and promptly escaped therefrom, but was shortly after re-arrested on a charge of larceny at Yau-nan, and ordered to be banished. Shortly after he was again arrested for once more returning from banishment, and was sent to hard labour for one year. Again he played the insane dodge, and was put in the asylum, whence he made his second escape, but was shortly afterwards arrested by the long-suffering police, for loitering in a dwelling-house for the purpose of committing a felony. He was ordered 12 strokes and banishment. He suffered the strokes, and then escaped, and the next day was again arrested for entering a house and committing larceny therefrom, and again given twelve strokes and banishment. In 1901 he returned from his third banishment, and being captured, was sent to six months' hard labour. Insanity again was his trump card, and he played it for all he was worth. He was then fifteen years of age, and was placed in the asylum, and pretending to be good he was soon let off. In 1901 he was again caught in the Colony and sent to hard labour for theft, and banished. Then he disappeared for a while. But in July last he again figured in the dock at the Magistracy on the old charges, and again two months' and banishment was the award. The police are seeing him out of the Colony to-day on his sixth banishment!

## THE CHINESE GOVERNMENT AND CHINA'S NEUTRALITY.

POLITICAL INFLUENCES AGAINST JAPAN.

A Peking dispatch states that despite the assurance regarding China's territorial integrity given in the Japanese Imperial Rescript declaring war and the support given by the Powers to the neutrality of China, the Chinese Government is inclined to protest against the military measures of the Japanese, alleging that they are infringing China's neutrality. Mr. Uchida, the Japanese Minister at Peking, is stated to be often troubled on this matter. The Chinese Government protested against the refusal of the Japanese authorities to allow the Taotai at Newchwang to resume his office; they protested against the inauguration of the military administration in Fuchow, and the "Retsh-telny" affair. The Japanese Minister has explained away the protests one after another, but the Chinese authorities are not content with the explanations. They would regard the action of the Japanese as ignoring the principle of the law of nations, and that they are doing this under the influence of victory. One faction in politics, that of Noh Tung, maintains that the forwardness of Japan should be checked with the assistance of Great Britain and the United States, another faction holds that Great Britain and the United States cannot be relied upon, and that Germany and France should be asked to give their assistance. While the two factions disagree in the method, however, they agree in the view of seeking the assistance of a third party for maintaining the independence of their country. The unrest in political circles in Peking is increasing, and arises almost on every occasion of disagreement between Japan and China. There is no denying, concludes the dispatch, that suspicion against Japan is rapidly growing among Chinese officials.—*Kobe Chronicle*.

## THE WEATHER.

The following report is from Mr. J. J. Plummer, Chief Assistant of the Hongkong Observatory:

On the 17th at 11.31 a.m. The barometer has risen slightly in S. China, and fallen at all other stations.

The depression referred to yesterday is a typhoon at present situated to the SE. of Kiusiu and moving towards the N.N.E.

Another depression has been formed in the China Sea to the west of central Luzon.

Forecast:—Moderate N. winds; cloudy, fair on 18th, 19th, 20th, and 21st; here on 19th, 20th, and 21st.

## INDO-CHINA S. N. CO.

SALE OF THE STEAMER "CANTON."

Some days since we reported that the Indo-China Steam Navigation Company had been negotiating with a view to the sale, to the Japanese government, of their steamer *Canton*. This statement is now practically confirmed, for we understand that negotiations will be completed with the receipt of the surveyor's report regarding the state of the ship. We also understand that the price to be paid is £10,500, which, we believe, represents more than one-half the book value of the ship.

## OTHER INQUIRIES.

It is reported that inquiries for certain other boats of the Indo-China Company's big fleet have been made with a view to purchase by the Japanese. Of course at this stage of the negotiations it is impossible to obtain any definite official confirmation of the report; but that the Japanese are bent on acquiring some of the desirable steamers of this Company is well-known in local shipping circles.

## THE FUTURE OF CHINA.

ECONOMIC RESULTS OF HER AWAKENING FORESHADOWED.

There was published in volume IX, No. 1, of the *International Quarterly* an article on *The Future of China*, by Dr. F. W. Williams, professor of modern oriental history in Yale University, which deserves the thoughtful attention of American statesmen and others who imagine that the opening of China to a more liberal intercourse with the Western world will result in great gain to the merchants and manufacturers of the Occident. Dr. Williams knows the people about whom he writes and appreciates them at their real worth. A long residence in their midst enabled him to gauge their capabilities and to form a rational judgment concerning their probable future. It is needless to say that his estimate of their capacity and aspirations differs from that of the superficial observers who have pictured China as a great future market for the products of the West. No really competent observer could make such a blunder, and every line of Dr. Williams' paper shows that he is really qualified to discuss the weighty subject which is engaging the attention of the world.

Dr. Williams believes that "the Chinese are not backward beyond hope of recovery in the race of modern civilization." He vividly depicts the drawbacks under which they labour at present, but they are not of the kind to permanently impede the economic progress of the empire. There are "conservatism, conceit, ignorance and superstition" to be overcome, but they will be disposed of in time. "China is coerced by force, more powerful even than the fleets and armies of united Europe to change her ways and become a partner in a world that seems suddenly to have grown too small to permit any members of the human family to neglect the common-interest." The ferment of her latent energies will bring about the work of renovation and win for her "a place among the nations of the earth commensurate with her size and worthy of her ancient dignity and traditions."

The transformation which the doctor predicts will take place will not result in realizing the expectations of those who look upon China as a region for future exploitation. "There is very little prospect to-day," he says, "that the Chinese will accept the leadership and control of Europeans for long, if he does at all, and still less that China is to become a mine of wealth to the merchant from abroad who succeeds in entering her markets." Not only is there little prospect of China becoming a dumping ground for Western manufactures; there is more than a chance that the Chinese may subject those who intended to exploit them to a severe competition. "Unless he (the Chinese) experiences a change of heart and is willing to forget the history of the nineteenth century, our descendants are not going to receive much mercy at the hands of an awakened China dictating terms and cutting prices down to the level where all but Asiatics must starve."

Of course, in venturing this suggestion Dr. Williams quite overlooked the fact that the European nations which have forced China to freely open her ports to the admission of Western manufactures and other products may as a measure of protection close their doors to the bone-cutting competition process. If an awakened China shows its power to dictate terms and to cut prices down to the level where all but Asiatics must starve, considerations of consistency will not cause the Westerners to refrain from protecting themselves. The demand for free trade is always hushed when there is reason to fear that its practice will result disastrously. The foremost exponent of the idea that unrestricted trade is beneficial never thought of making the experiment until it felt assured that it was too powerful to suffer from competition.

At present it would be impossible to convince the West that any danger to its standard of civilization is threatened by the competition of China. That is due to the general ignorance of the capacity of the Chinese. Some day, however, it will be realized that "their economy, which is the result of centuries of painstaking, has made them the most remunerative labourers in Asia," and that "when trained to the use of machinery they may become the best producers in the world." When that day arrives we shall be compelled to put up barriers against them or consent to have the workers of the West adopt the same standard of life as that which they have chosen.—*Ex.*

## SHIPPING AND MAILES.

MAILS DUE.

French (*Salonia*) 17th inst.  
Indian (*Calcutta*) 20th inst.

Canadian (*Albatross*) 20th inst.  
American (*Albatross*) 20th inst.

Australian (*Talman*) 20th inst.  
American (*Coptic*) 7th prox.

The C. N. Co.'s *Sunlight* left Hongkong on 15th inst., and is due here on 19th inst.



## TELEGRAMS.

(Reuters.)

## The War.

## FINANCIAL SITUATION.

LONDON, 15th September.

General Kuropatkin mentions that General Fomin was killed at Yentai.

The *Times*, discussing the financial position of the combatants, believes that the continuance of operations will impose a greater drain on Russia than on Japan, who seems prepared as scientifically in the financial sphere as in the fighting services.

LATER.

## The Russian Baltic Fleet.

It is announced in St. Petersburg that the Baltic fleet will stay some time at Libau before proceeding to the Far East.

## The Russian Cruisers.

Besides the *Dervin* yesterday, the *Terek* stopped the British vessels *Margit Groedel* on the 6th instant and the *Trecherbert* on the 12th instant.

## The "Lena" at San Francisco.

Captain Berinsky of the *Lena* has intimated to the United States authorities that he desires to dismantle and remain at San Francisco until the end of the war.

## THE MAGNITUDE OF "LLOYD'S REGISTER."

Few persons, other than those connected with the sea, ever come across a copy of that marvellous compilation of marine intelligence, *Lloyd's Register*. Yet its directory-looking pages are crowded with matter of a deep human interest, and its scope is somewhat astonishing to the mere landman, for it deals with the entire shipping of the world.

The world's shipping, according to *Lloyd's Register*, numbers a grand total of 29,843 steamers and sailing vessels, their total tonnage being no less than 33,643,113 tons, and of this total British shipping alone numbers 11,134 vessels, of 16,066,374 tons—almost half the entire world's shipping.

The versatility of the *Register* on sea-faring topics, remarks a contemporary, strikes one on every page. It is interesting, for example, to know that a vessel rises on floating from fresh to salt water, and that at Aberdeen harbour, for instance, a flush deck vessel of twenty feet moulded depth may be laden to four inches beyond the loadline, as that is the height of her rise in the water on passing to open sea.

There is something particularly fascinating in the description of her various provision depots for the use of shipwrecked mariners in remote ocean areas. In the Indian Ocean, Amsterdam Island has such a depot in a large cavern in the side of a hill. It contains 1,350 pounds of preserved beef, 1,125 pounds of biscuit, ten woolen shirts, ten pairs of cotton drawers, ten blankets and one soldered metal box holding four packets of matches. There are also a cooking pot, coals, and dry wood. St. Paul and Kerguelen Islands have respectively a hut of rough stones and a cavern in a gorge containing the same supplies in the same quantities. They are to be found in iron-hooped barrels coated with tar and sand. Hog Island, in the Crozets, has a rough hut, in which are beef, biscuits, sardines, blankets, shoes, trousers, spears, hatchets, and cooking utensils. Possession Island also has a hut containing supplies for fifty people for fifty days. The outlying islands of New Zealand have provision depots, with notice-boards to guide shipwrecked sailors to them. Some of these depots contain medicines, and one has a tank to catch water. Provisions and clothing are also hidden in cairns and huts at the entrance to Magellan Strait and at Vancouver Island.

Here are some versified settings of the rule of the road at sea. When two steamships are passing:

Green to Green—or Red to Red,  
Perfect safety—go ahead!  
In the position of greatest danger—that is,  
When two steamships are crossing—then:  
If to your Starboard Red appear  
It is your duty to keep clear;  
To act as judgment says is proper;  
To Port—or Starboard—Back—or Stop her!  
But when upon your Port is seen  
A steamer's Starboard light of Green,  
There's not so much for you to do;  
For Green to Port keeps clear of you.

The oceans of the world have altogether 337 coal stations, of which there are 113 at European and Mediterranean ports. The Indian Ocean and China seas, with forty-one, have the fewest.

A comparison of the specific gravity of timber and water is interesting. Taking the specific gravity of water as 100, there are three woods which would weigh heavier—mahogany being 106, oak 117, and ebony 133. Cork is only 24. In the section dealing with the perils of ice and how vessels avoid them, the *Register* states that some of the icebergs encountered in the South Atlantic during 1892-3 were upwards of twenty miles in length.

The foregoing few facts are culled at random from the mass of maritime information which "Lloyd's Register" presents to its patrons.

The history of Lloyd's goes back to the seventeenth century, when underwriters were wont to meet to transact business in a coffee-house kept by a Mr. Edward Lloyd in Tower Street, London. Hence the name of the great corporation of to-day.

In 1693 Lloyd's coffee-house was removed to Lombard Street. In 1774 it was moved again to the Royal Exchange, where it has since remained. Its present high position was gained during the wars of 1775 to 1815, when marine insurance from all parts of the world was attracted to Great Britain.—*Kobe Chronicle*.

## THE WAR.

## "NOVI KRAI" REPORT.

The following is a translation from the *Novi Krai* of September 3rd:

At the village of Takondin near Luisa Bay, the Japanese have built a hospital. A hospital ship was also anchored in Luisa Bay on September 2nd.

At midnight of August 31st Fort No. 4 opened a severe fire on the enemy's batteries and trenches at Palunshan.

At 9 p.m. September 2nd, the enemy opened a hard artillery fire on the long hill, following it up with a heavy attack. They were paralyzed, however, by artillery and infantry fire and repulsed with great loss. By midnight all was calm. During the attack a column of the enemy got on to a land mine, and the effect was terrific; in a moment the entire force was annihilated.

On the east front on September 1st, the batteries kept up a fire on the enemy's trenches. Firing was kept up on Redoubt No. 1 with good results. Shots entered the casemates of Redoubt No. 2, totally destroying them. The enemy then retired.

At 5 p.m. on this date, the enemy again opened fire. During the night of September 2nd everything was quiet, and in the morning the enemy could be seen moving in small columns from Railway Bridge to Sugar Hill.

At 10 p.m. August 31st, searchlights revealed several of the enemy's torpedo boats and one mine-laying ship. Our batteries succeeded in sinking the ship. A shell broke her in two and she was seen to sink.

At 10 a.m. on September 1st, the following enemy ships were seen to the south: *Matsu-shima*, *Hukishima*, *Haidate*, *Akashi*, *Izuma* and twelve torpedo boats.

Beyond Chin Ten there were two ships and three steam launches.—*Chiefs Daily News*.

## A PICTURE OF WAR.

A correspondent of one of the St. Petersburg papers, writing in June, gives the following account of the sufferings of the Russian troops round Liaoyang:

A roaring torrent of yellow waves is rolling down the Liaoyang mountain streams, which have flooded the surrounding country, and in order to reach the second Russian position one has to cross them ten times. The Cossacks ford the streams on their horses, whose haunches are covered by the water, whilst foot soldiers undress and raise their rifles above their heads. Battalions of our troops climb hills steep, wet to the marrow and faded. Cartridges, guns, and two-wheeled vehicles conveying ammunition sink fast in the mud. Boots are coated with dirt, and the entire uniform is soaked through and through, in spite of mackintoshes and "waterfalls" in the rain which falls in torrents from the saddles and from horses. Greeks and Tartars have opened numerous shops, in which they are selling inferior wares obtained from Yinkow and Harbin. The railway battalion supplies us with tailors and shoemakers. Prices are pretty high, but there are workshops and stores, and everything needful can be had in Liaoyang. The Greeks have brought us German, Danish, and Japanese beer, champagne and liqueurs. The food at the hotels is inferior, but nothing is lacking—not even billiards. The climate is homicidal. The heavy rains are accompanied by tropical heat. Sunstrokes and heatstrokes are frequent, and often produce heart paralysis. Cases of dysentery grow more numerous. It is impossible to drink water from the steamers, and the troops depend upon the hot tea with which they are supplied.

## DEATH OF ADMIRAL TAYLOR, U.S.N.

## NAVY MOURNS HIS LOSS.

News was received this morning, by General Bragg, United States Consul, of the death of Rear Admiral Henry C. Taylor, U.S. Navy, Chief of the Bureau of Navigation—an appointment he had held for only two years. Admiral Taylor, who died at Ontario, Canada, commanded the *Alliance* on the Asiatic station, in 1891, when he was sent by the Commander in Chief to the Caroline Islands, to safeguard American interests, where, under circumstances involving critical international relations, he upheld the position of his Government with remarkable firmness. In 1903 he was appointed President of the Naval War College, and in 1896 took command of the battleship *Indiana*. He commanded the convoy of fifteen ships which escorted General Shafter's army from Sampa to Santiago, and for his "eminent and conspicuous conduct in battle," in the action with the Spanish fleet, off Santiago de Cuba, on July 3rd 1898, was advanced five numbers in rank. He was commissioned a Rear Admiral in 1901, and his administration of the *personnel* of the U.S. Navy after his appointment, in 1902, as Chief of the Bureau of Navigation, was marked by many reforms, which grew out of his conception of the "military efficiency of the fleet." The U.S. Navy mourns his loss. As a mark of respect to the memory of the deceased, the flag at the U.S. Consulate, as well as those of all American firms, and ships in the harbour, are, to-day, and will be to-morrow, displayed at half-mast.

## THE "TREMONT" IN COLLISION.

According to the *Seattle Times*, as the Boston Towboat Company's liner *Tremont* was entering Port Townsend on the 15th ult. at dark, she was run down by the steamer *Ramona*, and several of her plates were smashed.

The accident happened as the vessel was rounding the bay into Port Townsend on the run down from Seattle. Captain Garlick, in command, and Pilot Jordison were both on the bridge. A fog was on the sea, and the liner was struck suddenly by the coasting steamer *Ramona*. The *Tremont's* damage consisted of a few parted plates, but this did not seriously delay her voyage across the Pacific. She called at Port Townsend to drop her pilot, and take aboard a batch of Chinamen who had been ordered to be deported.

## SIR HENRY BLAKE.

## "IDLE GOSSIP FROM HONGKONG."

Referring to the coaling jetties question which has been engaging public attention in Colombo, the *Ceylon Independent Observer* writes:—We might have added to our note yesterday that the Government had been most prompt in dealing with the matter is evidenced by the appointment of a Committee to discuss means of meeting the difficulty. There is a tendency in some quarters to depreciate the action of H. E. the Governor and to represent that His Excellency's chief aim is how to keep step in marking time without loss of dignity. These shallow critics do not know the kind of man they have to deal with. Sir Henry Blake came to Ceylon enveloped in a mist of prejudice. His words and actions have, however, belied the pessimistic anticipations formed out of idle gossip from Hongkong. The dominant characteristic of the "Blake" administration so far has been straightforwardness of purpose, a keen grasp of local affairs and the determination, once in possession of all available information, to undertake the whole responsibility and decide for himself. It is not to be expected that a Governor, however keen and hard-working, could master in nine months the complex affairs of this Colony. Sir Henry Blake is in the position of most Governors in the earlier period of their administration. He is forced to depend to a more or less extent on the advice of his counsellors, but H. E. is doing his best to study out subjects for himself and promptitude of decision when once he has persuaded himself that a certain course is right is one of the Governor's chief qualities. He has given more than one indication of this habit of mind recently, first in the marshalling together of the facts concerning the jetties; secondly, the promise to include in next year's estimate the cost of a preliminary survey for the Bandarawela-Badulla-Passara railway extension, and thirdly in the appointment the day after Mr. Ellis had reported upon the non-utility of the new coal jetties of a Committee to propose a remedy for these admitted defects. We are glad to see that the Auditor-General is on this Committee and if with his usual astuteness he could bring home the responsibility to Messrs. Coode & Sons and Mathews, the latter firm might see the reasonableness of contributing the entire cost incurred in setting the junior partner's error of judgment right!

## HONGKONG CRICKET CLUB.

Following is the report of the Hongkong Cricket Club for the season 1903-1904:—To the members of the Hongkong Cricket Club.

Gentlemen.—The committee have pleasure in presenting the annual report.

The Treasurer's cash account shows a balance to the credit of the Club of \$4,018.67 on "General" account and \$7,274.00 on "New Pavilion" account. The latter will be increased by \$3,250 when all the debenture-holders have taken up their holdings.

The club sent a team up to Shanghai in October last which defeated the home XI. by an innings and 23 runs. The thanks of the Club are due to the Shanghai community for the generous hospitality extended to our representatives during their visit.

The club played fifteen cricket matches against the navy, garrison, etc., of which nine were won, three lost, and three drawn. There were also played eight other matches (such as "Public Schools and Universities v. The Rest," etc.).

Mr. W. C. D. Turner heads the batting averages with 56.31, and Mr. C. R. S. Gooper is first in bowling with an average of 10.37 for 26 wickets.

The following scores of 100 and over were made:—Mr. W. C. D. Turner, 198, 115 (not out), and 104; Lieut. W. F. Lumsden, R.A., 136 (against Shanghai); Mr. R. Hancock, 130; and Mr. T. Sercombe Smith, 101.

In October last the Hongkong Cricket League was formed and did much to stimulate local cricket. Eight clubs joined and the H. K. C. C. was represented by the "Reserve" team from which seventeen of the more prominent players of the club and all Naval and Army members were excluded. After making a bad start the "Reserve" team improved considerably and eventually took fourth place in the competition. At the close of the cricket season a fairly strong Club XI. met XV. selected players of the League Clubs and won an interesting game by 31 runs.

The old pavilion was demolished, and in accordance with the resolution passed at the extraordinary general meeting held on February 12th, the building of the new pavilion was commenced in April last. The latter is now rapidly approaching completion.

The Government has granted the club a licence to take in the pathway on the north side of the Cricket Ground, and this matter will be brought forward at the annual general meeting.

The invitations extended to the Singapore and Shanghai Cricket Clubs to send teams here for an Interport Cricket week have been accepted and the first match is provisionally fixed for November 11th.

The annual lawn tennis match against the L.R.C. was played on April 20th and resulted in a win for the Cricket Club by 81 games to 77.

The annual lawn tennis tournament was played during April and May. The champion-ship was again won by Mr. H. Hancock. The "A" class singles handicap was won by Mr. A. Humphreys and the "B" class singles handicap by Mr. R. Manning. Messrs. H. and R. Hancock won the doubles handicap, and Hon. J. M. Atkinson and Mr. Sercombe Smith were the winners of the professional pairs.

The annual racquets tournament was played in April. The championship was again won by Mr. H. Hancock, who also won the singles handicap and, with his brother, Mr. R. Hancock, the doubles handicap. The thanks of the club are due to the officers of H.M. Navy and Army who so kindly lent

their bands to Mr. P. W. Golding for making out the cricket averages, and to Mr. A. R. Lowe for auditing the accounts.

Lieut. Rimington, S.F., and Lieut. Solferino, R.N., resigned their places on your committee on leaving the colony, and Major Chichester and Mr. A. Wilson, R.N., were elected in their stead. Mr. H. Arthur has also left the colony but his place has not been filled.

Mr. A. G. Ward retires from the posts of secretary and treasurer at the end of this month and Mr. A. R. Lowe has been appointed to succeed him.

During the year 83 new members joined the club. The total number of members is now 478 and there are 130 naval subscribers.

The annual general meeting will be held in the City Hall on Tuesday, September 20th, 1904, at 5.30 p.m.

Hongkong, September 14th, 1904.

## THE BATTLE AT MOTIENLING.

## A FOREIGN CORRESPONDENT'S ACCOUNT.

The Associated Press correspondent with General Kuruki's forces sent the following account of the fighting at Motienling on the 4th of July, when, it will be remembered, the Russians surprised the Japanese at dawn, but were repulsed after half-an-hour's fighting:—

"Night fighting is the test of soldiers," remarked one of the foreign attachés, when he visited the scene of yesterday's bloody affair, and the Japanese certainly have proved their 'quality this time.' Probably no incident of the war has placed the Japanese soldiers in a more trying situation than the night attack at Motienling, and nowhere have they gained a more complete victory against great disadvantages. None of the correspondents with the army heretofore have been permitted to witness fighting at closer range than their view of the crossing of the Yalu from a safe and comfortable eminence on the walls of Wiju. When correspondents or military attachés have attempted to get to the actual scene of events they have been rebuffed with the explanation that it is 'very dangerous,' that they are guests of the Japanese Government, and the Government is responsible for their safety. On this occasion, however, the correspondent of the Associated Press was able to see the conduct of the soldiers on the field and their treatment of the wounded and captured enemies in the heat of the fighting.

## A DEADLY COMBAT.

Whatever reasons of military policy may render secrecy desirable, there certainly is nothing in the actions of its soldiers that need make the Japanese Government keep spectators to the rear. Their treatment of the Russian victims of the incompetency of their officers was all the most enlightened nation could expect. When the correspondent arrived at the trenches where less than a company of Japanese, rushing from their beds without time to dress, had staved off the Russian onslaught, at the first with bayonets and swords, the Russian dead and wounded still lay where they had fallen on the wet grassy slope. How fierce the half-hour's work there had been was evidenced by the pools of blood in the ditch and red trails smeared all over the grass and stones on the hillsides before it. In this fighting Lieut. Kono alone killed several Russians, almost severing their heads with a single stroke of his sword. When he exhibited the weapon afterwards its edge looked like a saw blade. It has since been sharpened for further use.

## BURYING THE DEAD.

Although the fight had begun only three hours before, the Japanese advance was half-a-mile down the valley, pursuing the Russians the Japanese dead had been removed to a temple behind the crest of the hill and parties of soldiers from one of the companies in reserve were going about the field with trenching spades burying the dead Russians where they lay and marking the graves with a stake or a pile of stones. The Russians had gone into action wearing their heavy overcoats and carrying their bags of black bread. They had dropped both on the field. Already, while some details were burying the dead and some carrying for the wounded, others had gathered the debris from the field, and piles of coats and canteens and a hundred rifles with bayonets attached were stacked on the temple steps. The Japanese system is no. only thorough, but quick. There was a company of Japanese soldiers whose khaki coats were black with mud and sweat gathered at the trench quietly discussing events with no sign of excitement. Two big Russian prisoners, not wounded, were resting there with a small Japanese sitting behind them.

The Japanese soldiers of the column are heavier men than the average of most European armies, but the Russians in the Tenth and Twenty-fourth East Siberian Regiments are larger, and the beards which most of them wear

AFTER A SEASON OF CAMPAIGNING give them a particularly fierce appearance. The bodies of three Russians who had been killed on the parapet of the trench were laid in the road behind it, with their snuff-coloured greatcoats thrown over their faces. Four other of the Tenth East Siberian, dressed in grey blouses and caps without any regimental insignia, were on the ground beside them. One was shot through both legs, one had been bayoneted in an arm and a leg, another had a bullet hole in the abdomen and was dying, his breathing slow gasps. A hospital attendant sat near, a black-bearded, keen-faced young fellow, displaying a white band with the Red Cross on his arm. His satchel of bandages was open on the ground. He had done what he could for his comrades and was stolidly awaiting developments.

Thirty wounded Russians were scattered over the ground before the trench. They had received 'first aid' and were waiting their turn while the stretcher men followed the firing line further on. Groups of Japanese stood about them giving them cigarettes and water and talking with them in the broken Russian, which a few know, and the Chinese phrases which the men of both armies pick up from the

natives of the country. Three days of steady rain had cut gullies and ditches in the hillside which furnished some shelter for a charging force. Many of the wounded had crawled into these places for shelter. Over at the right of the trench the road ran down the valley, and along its further side a brook had worn a bed among the rocks. Part of the Russian battalion advanced up the bed of the stream and a number were shot as they emerged into the roadway. One wounded soldier had crawled back to the brook for water and had died with his face in the stream and his canteen beside his hand, as though he had tried to fill it. In the road a young Japanese bent over a massive Slav with an arm under his head, holding a water bottle to his lips.

One Russian with a bad furrow ploughed through his thigh took his plight happily. With a stone under his head and a tin of water beside him he rolled himself cigarettes and chattered in Russian, which no one could understand, gesturing and laughing. Two Japanese were escorting to the rear a burly fellow with a huge yellow beard who had suffered a bayonet slash across the scalp. He was strong, muttering to himself continually and rolling his eyes. Every hundred feet he would sit down on a rock to rest, while his escort waited patiently. The attack itself appears to have been another of those blunders which, like the incoherent defence of the Yalu, wasted lives without result. Had the Russians been informed of the position and strength of the Japanese they must have known that they never had a chance of success. The engagement was merely an outpost affair, but it was typical of the methods and abilities of the two armies.—*Kobe Chronicle*.

## COMMERCIAL.

## RAUBS.

Messrs. Benjamin Kelly & Potts state that they are informed by telegram that the Raub crushing for 4 weeks is 480 ounces smelted gold from 3,800 tons of tone.

## WEEKLY SHARE REPORT.

In their report of the 16th inst., Messrs. Benjamin Kelly and Potts write:—During the past week, the market generally has ruled firm and a fair business has been transacted.

The Doulos Steamship Company, Limited has advertised its ordinary annual meeting for the 28th September. The transfer books will be closed from the 19th to 28th instant, both days inclusive.

The third ordinary yearly meeting of shareholders in Messrs. William Powell, Limited, is announced for the 27th September. The transfer books will be closed from the 22nd to 27th instant, inclusive.

An extraordinary general meeting of the Hongkong Steam Waterboat Company, Ltd., is called for the 22nd instant, to consider and, if thought fit, to pass certain resolutions relevant to the acquisition of Messrs. Lane, Crawford & Co.'s water supply business. Full particulars appear in the local papers.

The directors of the Astor House Hotel Company, Limited (Shanghai) have decided to issue 3,200 shares in the Company, being part of 7,600 shares at present uncalled, upon the following conditions:—Every holder of shares in the Company whose name was on the register on the 2nd day of August, 1904, is entitled to apply for and have allotted on payment of its par value (25 Mexican) one new share for every seven shares now held. Applications will be received until the 30th instant.

Banks.—Hongkong and Shanghai Banks have ruled quiet but steady at 504½. The London quotation has declined to 266. Nationals are still quoted at 399.

Marine Insurances.—Unions can be placed at \$580. China traders remain weak with sellers at 52. North Chinas have been disposed of in small lots at 11s. 70 and more shares are wanted. Yangtszes have risen to 1140. Canteons have advanced and are in demand at 225.

Fire Insurances.—Hongkong Fires are quiet at 530. China Fires have again been dealt in at 87 and more shares are wanted.

Shipping.—Hongkong, Canton and Macao Steamboats continue dull at 30. Indo-Chinas have been in strong demand and have changed hands to a considerable extent at 122 to 117. There is no transaction to record in China and Manillas which remain unaltered at 2½. Douglas Steamships have been placed at 38, at which rate there are further inquiries. Star ferries are offering at 41 and 31 for the old and new shares respectively. Shell Transport are firmer and have buyers at 2½. Taku Tugs are reported sold at 11s. 30 and Shanghai Tugs have changed hands at 11s. 46 (ordinary) and 11s. 54 (preference).

Refineries.—The strength in China Sugars has further developed and sales at 212 and 213 have been effected. Further sales of Perak Sugars at 11s. 60 are reported in Shanghai. Mining.—Raub has been dealt in at 164 and 166. Chinese Engineering have risen to 11s. 7½ at which price shares have changed hands. The annual general meeting of shareholders took place in London on the 12th inst. According to the directors' report, the net profits for the past year amounted to £102,830 which it was proposed to dispose of in the following manner:—To place to reserve for depreciation, £20,000; pay a dividend of 7½% for the year, absorbing £75,000 and carry forward £7,830.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks have considerably hardened and have been taken off the market at 226 to 229, closing with sellers at the latter rate. Farrahams have ruled very erratic. Early in the week, the rate jumped up suddenly from 11s. 180 to 11s. 190 but eased off as rapidly as it rose and the market closes with buyers in the North at 11s. 182. Kowloon Wharves show a firm at 11½. Hongkong Wharves show a gain of ten points on last week's quotation, and are inquired for at 11s. 105.

Land, Hotels and Buildings.—Hongkong Lands are quiet at 51½. Kowloon Lands have been booked at 39. Shanghai Lands have been sold at 111. Hongkong Hotels have further improved their position and have been done at 33½, 34½, 35½ and 36½ closing with further inquiries at the last price. Astor House Hotels have been bought at 11s. 18, 19, and 20, closing in further request at 11s. 19. Humphreys' estate have been fixed at 120 and 125.

been sold at 11s. 111. Hongkong Hotels have further improved their position and have been done at 33½, 34½, 35½ and 36½ closing with further inquiries at the last price. Astor House Hotels have been bought at 11s. 18, 19, and 20, closing in further request at 11s. 19. Humphreys' estate have been fixed at 120 and 125.

Cotton Mills.—All Cotton Mills are on offer. Hongkong Cottons are quoted at 11½ ex the dividend of 50 cents paid on the 12th instant.

Cigar Companies.—Sumatras can be obtained at 11s. 60.

Miscellaneous.—Green Island Cements have changed hands at 30½ and are now inquired for at 31. A. S. Watsons are quoted at 11½, are in strong request at 11½ but there are no shares offering under 11½. Electric continue firm with buyers at 11½ for the old and at 9 for the new shares. Steam IV verbsats are in demand at 50½ and China Light & Powers are wanted at 50½. William Powells has been done at 124.

The report and accounts for the year ended 30th June, 1904, show a credit balance at Profit and Loss Account of \$50,183.37 from which has to be deducted the interim dividend of 5 per cent, paid on the 22nd March last, leaving \$4,833.33 which it proposed to appropriate as follows:—To pay a final dividend of 7 per cent, absorbing \$3,400; to write off stock on hand \$400 fixtures and fittings \$2,820.17, and goodwill \$5,000; and to carry forward to next account \$588.18. Hall and Hollis have been done and have further buyers at 31. Central Stores (new issue) have been booked at 88½. Langkats have been placed at 11s. 10½ ex the interim dividend of 11s. to paid in Shanghai yesterday.

## To-day's Advertisements.

## CRAIGENGOWER CRICKET CLUB.

THE ANNUAL GENERAL MEETING OF MEMBERS OF THE above Club will be held at the Pavilion, Wong Nei Chong Recreation Ground, on MONDAY, the 19th September, at 5.30 P.M.  
By Order.  
A. E. ASGER,  
Hon. Secretary.  
Hongkong, 17th September, 1904. [144]

## HONGKONG FOOTBALL CLUB.

THE ANNUAL GENERAL MEETING OF MEMBERS OF THE above Club will be held at the Pavilion, Wong Nei Chong Recreation Ground, on MONDAY, the 19th September, at 5.30 P.M.  
By Order.  
H. F. CHARD,  
Hon. Secretary.  
Hongkong, 17th September, 1904. [1446]

## FOR SINGAPORE, PENANG AND CALCUTTA.

## THE Steamship

"GREGORY ALGAR"  
Capt. J. C. Offert, will be despatched for the above ports on THURSDAY, the 22nd instant, at 3 P.M.  
For Freight or Passage, apply to  
DAVID SAMPSON & CO., LIMITED,  
General Managers.  
Hongkong, 17th September, 1904. [1445]

## EXCURSION TO MACAO.

## THE Splendid Steamer

"YING KIN"  
Captain Page, will make an EXCURSION ON TRIP TO MACAO, on WEDNESDAY, the 22nd inst., leaving the Company's wharf at the end of Wing Lok Street, at 8.30 A.M., and returning from Macao at 7.30 P.M.  
The Steamer will lie alongside the S.S. *Persuance's* wharf at Macao.

FARE:  
1st Class Single Ticket to Macao £3.00  
Return " " " " £5.00  
Tiffin and Dinner money " " " " £1.00  
at \$16 each seat.  
Y. K. & Co., Ltd.,  
General Agents,  
Hongkong, 17th September, 1904. [1998]

## Intimation.



THE POPULAR  
SCOTCH  
IS  
"BLACK & WHITE"



JAMES BUCHANAN & CO.  
SCOTCH WHISKY DISTILLERS.  
By Appointment to  
H. M. THE KING  
and  
H. R. H. THE PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from LANE, CRAWFORD & Co., Queen's Road Central.



## Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.

## JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"ACHILLES"	18th September.
GLASGOW and LIVERPOOL	"DEUCALION"	1st October.
GLASGOW and LIVERPOOL	"ULYSSES"	8th October.
GLASGOW and LIVERPOOL	"JASON"	14th October.
GLASGOW and LIVERPOOL	"AGAMEMNON"	22nd October.

S.S. "ACHILLES" left Singapore for this port at noon on the 13th inst., and is due on the 18th at noon.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
* GENOA, MARSEILLES & L'POOL	"IDOMENEUS"	20th Sept., at noon.
LONDON, AMSTERDAM & ANTWERP	"TYDEUS"	27th September.
LONDON, AMSTERDAM & ANTWERP	"PATROCLUS"	11th October.
* GENOA, MARSEILLES & L'POOL	"PINGSUEY"	22nd October.
LONDON, AMSTERDAM & ANTWERP	"ACHILLES"	25th October.
LONDON, AMSTERDAM & ANTWERP	"ULYSSES"	8th November.

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"DEUCALION"	3rd October.
	"YANGTZE"	1st November.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 17th September, 1904.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	19th September.
MANILA	"TAMING"	20th "
SHANGHAI	"WUJONG"	20th "
NINGPO and SHANGHAI	"WHAMPOA"	22nd "
MANILA, CEBU and ILOILO	"SUNGKANG"	23rd "
SWATOW, CHEFOO and TIENTSIN	"KANSU"	26th "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly  
qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian  
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 15th September, 1904.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila.—Saloon amidships—Electric  
Light—Perfect Cuisine—Surgeon and Stewardess carried.  
All the most up-to-date arrangements for comfort of  
Passengers.CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA	SATURDAY, 24th Sept., at 10 A.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 1st Oct., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 17th September, 1904.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.PORTLAND, OREGON,  
OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail on
"NUMANTIA"	4,370	Wagner	October 10th, 1904.
"NICOMEDIA"	4,370	Bahle	October 27th, "
"ARABIA"	4,483	Schuldt	November 10th, "
"ARAGONIA"	5,198	Schuldt	"

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and  
United States Points. For through rates of Freight and further information, communicate  
with or apply to

ALLAN CAMERON, General Agent.

## HONGKONG-MACAO LINE.

S.S. "WING CHAI"  
Captain SAMUEL BELL SMITH.DEPARTURES from Hongkong, on Week  
Days, at 7.30 A.M. on Excursion Sundays,  
at 8.30 A.M. from Macao, Week Days at about  
2 P.M. and Sundays about 7.30 P.M.FARE:—(Week Days) 1st Class (including  
cabin and servant), \$5; Return Ticket, \$5;  
2nd Class, \$3.10 and 50 cents.  
On Excursion Sundays, 1st, 2nd, 3rd Class  
Single Ticket, \$4; Return Ticket, \$5. On Sundays,  
Board or at Macao Hotel, \$5. On Sundays,  
\$5 extra will be charged for each cabin with  
accommodations for two or more passengers.  
WEATHER—At the Western end of Wing Lok  
Street.The Steamer makes an Excursion Trip EVERY  
SUNDAY. It takes only 3½ hours to reach  
Macao.MING ON & CO.,  
2nd Floor, No. 16, Victoria Street.

Hongkong, 6th January, 1904.

## HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"  
Captain E. I. Page, of 1,088 tons, Registered,  
is the newest, fastest, and most luxuriously fur-  
nished steamer on the line and is lighted  
throughout with Electricity; hot and cold water  
service. The cuisine is unexcelled.Leaving Hongkong every MONDAY,  
WEDNESDAY and FRIDAY EVENING,  
at 9 P.M. and returning from Canton every  
following evening at 5 P.M.1st Class, \$3.00 for Single Journey.  
2nd " " 1.50 " " " "  
Meals ..... 1.00 each.The steamer's wharf is at the Western end  
of Wing Lok Street.YUK ON S.S. CO., LD.,  
No. 216, Wing Lok Street.WENT & CO.,  
Canton Agents.

Hongkong, 24th June, 1904.

## Shipping—Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.

## AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,  
From 1st January, 1904.ALSO REDUCED FARES TO  
MANILA AND RETURN.STEAMERS fitted throughout with Electric  
Light, First Class Accommodation. Un-  
rivalled Table. Duly qualified Surgeon carried.BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 1st February, 1904.

## STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain  
"KWONG CHOW" 1,300 J. P. MARTIN.  
"KWONG TUNG" 1,338 H. W. WALKER.Leave Hongkong for Canton at 8.30 Every  
Evening (Saturday excepted).  
Leave Canton for Hongkong about 5 o'clock  
Every Evening (Sunday excepted).These Fine New Steamers have unexcelled  
Accommodation for First Class Passengers and  
are lit throughout by Electricity.Passage Fare—Single Journey ..... \$4.  
Meals ..... (Each) 1The Company's Wharf is a Short Distance  
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and  
YUEN ON S.S. CO., LD.,  
No. 8, Queen's Road West.

Hongkong, 17th February, 1904.

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

## FOR MANILA.

THE Company's Steamship

"YUENSANG,"  
Captain F. Wheeler, will be despatched as  
above, on MONDAY, the 19th instant, at 4 P.M.This Steamer has Superior Accommodation  
for First-class Passengers, and is fitted through-  
out with Electric Light and carries a Doctor.For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 15th September, 1904.

## "SHIRE" LINE STEAMSHIP CO.

FOR HAVRE, LONDON AND  
ANTWERP.

THE Company's Steamship

"MERIONETHSHIRE,"  
Captain G. C. Cundy, will be despatched for  
the above Ports, on or about FRIDAY, the  
23rd instant.This Steamer has Superior Accommodation  
for Saloon Passengers.For Freight or Passage, apply to  
SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 7th September, 1904.

REGULAR STEAMSHIP SERVICE  
TO NEW YORK,  
VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

1904.	About
"SAGAMI"	30th September.
"HINDUSTAN"	8th October.

For Freight and further information, apply  
toDODWELL & CO., LIMITED.  
Agents.

Hongkong, 16th September, 1904.

AMERICAN ASIATIC STEAM-  
SHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"CLAVERBURN,"  
Captain Parker, will be despatched for the  
above Port, on or about TUESDAY, the 18th  
October.

For Freight, apply to

SHEWAN, TOMES & Co.,  
General Agents.

Hongkong, 15th September, 1904.

## "Sanitas"

Unequaled  
Purifying Agent

Indispensable in Hot Countries.

"Sanitas" Disinfecting Fluid  
is non-poisonous and non-staining, and for  
general or personal use is thoroughly effective.  
It completely disinfects the house in which  
it is used, and exterminates instantly various  
cholera, typhoid fever, dysentery, etc."Sanitas" Disinfecting Powder  
is the best air purifier known, and a stronger  
antiseptic and deodorant than carbolic acid,  
because being pleasant and refreshing."Sanitas" Eucalyptus Soap  
is specially recommended by the medical  
faculty for use in hot climates, because of its  
disinfecting qualities and its fragrance.Ningzell's Fumigating Candles  
are the safest and most convenient means  
of disinfecting the house. For the disinfection  
of infected places, clothing, etc., they  
are both efficacious and economical.  
Destroy all insects.THE "SANITAS" CO. LTD.  
BETHNAL GREEN,  
LONDON, E.

FOR MANILA.

The largest, steadiest, and most comfortable  
steamer for Manila.

Transit..... 9,666 T. W. Garlick, Sept. 26

CHEAP FARES, EXCELLENT ACCOMMODATION,  
ATTENDANCE AND CUISINE, ELECTRIC  
LIGHT, DOCTOR AND STEWARDESS.The twin-screw s.s. *Shawmut* and *Transit*  
have just been fitted with very superior accom-  
modation for first and second class passengers.  
The large size of these vessels ensures steady-  
ness at sea. Electric fan in each room.Barber's shop and steam-laundry. Cargo  
carried in cold storage.For further information, apply to  
DODWELL & CO., LIMITED,  
General Agents.Queen's Buildings,  
Hongkong, 17th September, 1904.

## Mails.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

## NOTICE.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, PONDICHERRY, CALCUTTA,  
BOMBAY, ADEN, DJIBOUTI, EGYPT,  
MARSEILLES, MEDITERRANEAN AND  
BLACK SEA PORTS, LONDON,  
HAVRE, BORDEAUX;  
ALSO  
PORTS OF BRAZIL AND RIVER PLATE.ON TUESDAY, the 20th September, at  
1 P.M., the Company's Steamship  
"ERNEST SIMONS" Captain Bourdon, with  
Mails, Passengers, Specie and Cargo, will leave  
this Port for MARSEILLES, via Ports of  
Call, WITHOUT TRANSHIPMENT.This Steamer connects at COLOMBO with  
the Australian Line S.S. *Nira* bound for  
MARSEILLES via BOMBAY and ADEN.  
Cargo and Specie will be registered for  
London as well as for Marseilles, and accepted in  
transit through Marseilles for the principal  
places of Europe.Shipping Orders will be granted till NOON  
only on MONDAY, the 19th September, Specie  
and Parcels received until 4 P.M. on the same  
day. No Cargo will be received on board on  
TUESDAY.Parcels are not to be sent on board; they  
must be left at the Agency's Office. Contents  
and Value of Packages are required.For further Particulars, apply at the Com-  
pany's Office.G. DE CHAMPEAUX,  
Agent.

Hongkong, 7th September, 1904.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL, AMERI-  
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"NUBIA,"  
Captain F. N. Tillard, carrying His Majesty's  
Mails, will be despatched from this Port for  
BOMBAY, on SATURDAY, the 24th Sept.,  
at Noon, taking Passengers and Cargo for the  
above Ports in connection with the Company's  
S.S. *Himalaya*, 6,895 tons, from Colombo.  
Passengers' accommodation in which vessel is  
secured before departure from Hongkong.Silk and Valuables, all Cargo (or France  
and Tea for London (under arrangement) will  
be transhipped at Colombo into the Mail  
steamer proceeding direct to Marseilles and  
London; other Cargo for London, &c., will be  
conveyed from Bombay by the R.M.S. *Purita*,  
due in London on the 6th November.Parcels will be received at this Office until 4  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 10th September, 1904.

## NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY  
COMPANY.PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, B.C., AND TACOMA,  
VIA  
MOJI, KOBE AND YOKOHAMA.

Steamers. Tons. Captains. Sailing.

Pleides 3,753 F.G. Purlington Sept. 19

Shawmut 9,666 W.M. Smith Sept. 24

Transit 9,666 T.W. Garlick Oct. 7

Lyra 4,417 G.V. Williams Oct. 20

Hyades 3,753 Geo. Wright Oct. 20

† Cargo only.

Steamers marked (†) have no second-class  
passenger accommodation.

FOR MANILA.

The largest, steadiest, and most comfortable  
steamer for Manila.

Transit..... 9,666 T. W. Garlick, Sept. 26

CHEAP FARES, EXCELLENT ACCOMMODATION,  
ATTENDANCE AND CUISINE, ELECTRIC  
LIGHT, DOCTOR AND STEWARDESS.The twin-screw s.s. *Shawmut* and *Transit*  
have just been fitted with very superior accom-  
modation for first and second class passengers.  
The large size of these vessels ensures steady-  
ness at sea. Electric fan in each room.Barber's shop and steam-laundry. Cargo  
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,  
General Agents.Queen's Buildings,  
Hongkong, 17th September, 1904.

## Consignees.

NORDDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

GENERAL AVERAGE  
S.S. "PRINZ HEINRICH"CONTRARY to our previous notification  
with regard to the General Average Con-  
tribution it has now been fixed that a Deposit  
of 10 % upon the estimated net value of the  
Cargo has to be made by Consignees.NORDDEUTSCHER LLOYD,  
MELCHERS & Co.,  
Agents.

Hongkong, 15th September, 1904.

NORDDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"SACHSEN,"  
of the NORDDEUTSCHER LLOYD,  
having arrived, Consignees of Cargo are hereby  
informed that their Goods, with the exception  
of Opium, Treasure and Valuables, are being  
landed and stored at their risk into the Godowns  
of the Hongkong and Kowloon Wharf and  
Godown Company, Limited, Kowloon, whence  
delivery may be obtained.Optional Cargo will be forwarded unless  
notice to the contrary be given before 2 P.M.,  
TO-DAY.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 21st instant, will be  
subject to rent.All broken, chafed, and damaged Goods are to  
be left in the Godowns, where they will be  
examined on WEDNESDAY, the 21st instant,  
at 9.30 A.M.All Claims must reach us before the 26th  
of September, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the  
Undersigned.NORDDEUTSCHER LLOYD,  
MELCHERS & Co.,  
Agents.

Hongkong, 15th September, 1904.

S.S. "AUSTRALIEN"

COMPAGNIE DES MESSAGERIES  
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London,  
ex s.s. *Medoa* and *Guadiana*, from  
Havre, ex s.s. *Medoa*, in connection with  
above Steamer, are hereby informed that  
their Goods, with the exception of Opium,  
Treasure and Valuables are being landed and  
stored at their risk into the Godowns of the  
Hongkong and Kowloon Wharf and Godown  
Co., Limited, at Kowloon, whence delivery  
may be obtained immediately after landing.Optional Cargo will be forwarded on unless  
intimation is received from the Consignees  
before Noon, TO-DAY, requesting it to be  
landed here.Bills of Lading will be countersigned by the  
Undersigned. Goods remaining undelivered after  
WEDNESDAY, the 21st September, at Noon,  
will be subject to rent and landing charges.All claims must be sent in to me on or before  
the 21st September, or they will not be recog-  
nised.All damaged packages will be examined on  
WEDNESDAY, the 21st September, at 3 P.M.  
No Fire Insurance has been effected.G. DE CHAMPEAUX,  
Agent.

Hongkong, 14th September, 1904.

NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

"MANILA,"  
FROM ANTWERP, LONDON, PORT  
SAID, SUEZ AND STRAITS.Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out Mark by Mark,  
and delivery can be obtained as soon as the  
Goods are landed.Optional Goods will be landed here unless  
instructions are given to the contrary before  
5 P.M. TO-DAY.Goods not cleared by the 22nd instant, at  
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in  
any case whatever.Damaged Packages must be left in the  
Godowns for examination by the Consignees  
and the Company's representative at an ap-  
pointed hour.All claims must be presented within ten days  
of the steamer's arrival here after which date  
they cannot be recognised.No claims will be admitted after the Goods  
have left the Godowns.E. A. HEWETT,  
Superintendent.

Hongkong, 15th September, 1904.

NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

"TIENTSIN,"  
FROM BOMBAY, COLOMBO AND  
STRAITS.Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark,  
and delivery can be obtained as soon as the  
Goods are landed.



NAME	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN:	LAST REPORTED AT
Alacrity	despatch-vessel...	1,700	4	3,000	Commander O. de B. Brock	Shanghai
Albion	battleship, 1st class	12,950	16	13,500	Captain Sydney R. Fremantle	Wei-hai-wei
Algerine	sloop	1,050	6	1,400	Commander R. Nugent	Beihing Sea
Amphitrite	cruiser, 1st class	11,000	16	18,000	Captain Charles Windham, C.V.O.	Wei-hai-wei
Andromeda	cruiser, 1st class	11,000	16	16,500	Captain R. Nelson Commanney	Wei-hai-wei
Astraea	cruiser, and class	4,365	10	7,000	Captain Lionel G. Tufnell	Singapore
Bramble	gunboat, 1st class	710	6	1,300	Lieut.-Commander Oscar M. Makins	Wei-hai-wei
Britomart	gunboat, 1st class	710	6	1,300	Lieut.-Commander T. D. Pratt	en route Wei-hai-wei
Centurion	battleship, 1st class	10,500	14	13,000	Captain Fegan	Wei-hai-wei
Cressy	cruiser, 1st class	12,000	14	21,000	Captain Henry M. Tudor	Wei-hai-wei
Cherub	water tank and tug	390	—	300		Hongkong
Eclipse	sloop	1,070	10	1,400	Commander L. de W. Satow	Hongkong
Fame	torpedo boat destroyer	306	6	5,700	Lieut.-Commander C. Asser	Wei-hai-wei
Fearless	cruiser, 3rd class	1,580	12	3,100	Commander P. V. Lewis, D.S.O.	Shanghai
Glory	battleship, 1st class	12,950	16	13,500	Captain W. A. Carter	Wei-hai-wei
Handy	torpedo boat destroyer	275	6	4,000		Hongkong
Hart	torpedo boat destroyer	275	6	4,000	Lieut. Jellicoe	Wei-hai-wei
Humber	storeship	1,640	—	800	Lieut. P. M. Riadore	Wei-hai-wei
Iphigenia	cruiser, and class	3,500	8	7,000	Captain William B. Fawcner	Shanghai
Janus	torpedo boat destroyer	280	6	5,000	Lieut.-Commander J. A. Gregory	Wei-hai-wei
Kinsha	river gunboat	85	4	—	Lieut.-Commander G. B. Powell	Yangtze
Leviathan	cruiser, 1st class	14,100	18	31,500	Captain F. G. Kirby	Wei-hai-wei
Moorean	river gunboat	180	2	800	Lieut.-Commander F. B. Noble	West River
Ocean	battleship, 1st class	12,950	16	13,500	Captain T. G. Greet, R.N.	Wei-hai-wei
Otter	torpedo boat destroyer	350	6	6,300		Hongkong
Phoenix	sloop	1,015	6	1,400	Commander W. H. Nicholson	Chemulpo
Rambler	surveying-vessel	835	6	650	Commander C. E. Monro	Labuan
Robin	river gunboat	85	3	240	Lieut.-Commander Robert E. Vaughan	West River
Rosario	sloop	980	6	1,400	Commander Vivian	Hongkong
Sandpiper	river gunboat	85	3	240	Lieut.-Commander H. T. Atlay	West River
Sirius	cruiser, and class	3,600	8	7,000	Captain C. H. H. Moore	Hongkong
Snipe	river gunboat	85	3	240	Lieut.-Commander Davidson	Yangtze
Takp	torpedo boat destroyer	250	6	6,500	Lieut. Q. Crawford	Wei-hai-wei
Tamar	receiving ship	4,650	—	—	Commander Dicken	Hongkong
Teal	river gunboat	180	2	800	Commander Dicken	Yangtze
Thetis	cruiser, and class	3,400	8	9,000	Captain J. A. G. Wilkinson	Wei-hai-wei
Tweed	coast defence gunboat	363	3	400	Lieut.-Commander R. H. Keate	Yangtze
Vengeance	battleship, 1st class	12,950	16	13,500	Captain Leslie Stuart, C.M.G.	Wei-hai-wei
Vestal	sloop	950	6	1,400	Commander S. St. John Parquhar	Yangtze
Vivago	torpedo boat destroyer	355	6	6,300		Hongkong
Waterwitch	surveying ship	620	4	450	Lieut.-Commander Ernest C. Hardy	Shantung
Whiting	torpedo boat destroyer	360	0	5,900	Lieut.-Commander H. M. Wells	Wei-hai-wei
Woodcock	river gunboat	150	2	550	Lieut.-Commander Hugh Somerville	Yangtze
Woodlark	river gunboat	150	2	550	Lieut.-Comma der Wason	Yangtze

\* Flag of Admiral Sir Gerard H. Noel, Commander-in-Chief.  
† Flag of Rear Admiral the Hon. A. G. Curzon-Bowe, C.B., C.M.G.



## Intimation.

## CHAZALON &amp; CO.

WINE AND SPIRIT MERCHANTS  
AND  
GENERAL STOREKEEPERS.

(SUCCESSORS TO G. GIRAULT)

6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong public that we have just received by the French Mail Steamer *Ernest Simons*.

We specially recommend these products to our clients as they are of the first quality.

We have also received PRESERVED FRUITS of the finest brands.

STRAWBERRIES IN JUICE.....Per Bottle \$1.50

CHEERRIES " " " " " 1.50

ASSORTED FRUIT " " " " " 1.50

CHEERRIES IN BRANDY....." " " 1.75

APRICOTS " " " " " 1.75

PLUMS " " " " " 1.75

CRYSTALLIZED FRUIT of the First Quality at \$1.50 the Box of 1 lb.

We specially recommend the above to amateurs and connoisseurs.

Messrs. CHAZALON & Co. are renowned for the excellence of the Goods they offer to the public and the firm defies competition either in quality or price.

We also desire to inform the public that we have just received a consignment of WINE in Barrels which we are able to offer at the exceedingly low price of \$45 per Cask of 210 litres

In a few days we shall have on sale a special preparation for mixing with a Wine that is clouded in the cask so that it becomes perfectly clear when bottled.

FOR  
BLACK and WHITE WHISKY.

## - PRICES -

HUGHANAN BLEND \$12.50 per Case. — BLACK and WHITE \$16.50 per Case.  
ROYAL HOUSEHOLD \$20.50 per Case.

## ARQUEBUSADE WATER

OF THE

HERMITAGE OF THE MARIST BROTHERS;  
OR IMPROVED VULNERARY LIQUOR.

Invigorating, Stimulating, Hygienic, Aromatic, of an acknowledged and quite exceptional efficacy.

The Arquebusade Water, known and appreciated throughout the greater part of France and abroad, justifies more and more the great fame it has acquired.

## USE OF THE ARQUEBUSADE WATER.

**INTERNALLY.**—From two to three spoonfuls in a glass of cold water, pure or sweetened, after falls, bruises, cuts, fractures, luxation, tearing of tissues, faintings, burnings, swoons, plague and cholera. For the last two cases it must be taken pure, six spoonfuls at a time. Experience justifies its efficacy as a preventive remedy against mortification and quinsy. The dose may be repeated several times a day.

The same dose, in a glass of hot and sugared water, instantly removes the fatigue of either a journey or a walk, is a great appetizer and often prevents colds.

Taken in an infusion of melissa, hyssop, ground-ivy, or violets, it is an efficacious remedy against gripes, difficult digestion, pains in the stomach, &c.

Taken pure after meals it is salutary to old people by warming their stomach, rendered cold by age, and accelerates digestion; but it is less suited to nervous persons and children to whom it must never be given without being well diluted with water.

**EXTERNALLY.**—It is a capital remedy against sprains, cuts, bruises, excoriation, burnings, fractures, any fresh wound, danger of mortification, heating of the feet, irritation of the skin after a walk.

Whenever it is possible rub hard with this liquid. A compress is saturated with it and applied on the affected part which is kept moistened by sprinkling it with this Water.

In case of wounds, after the dressing made with the Arquebusade Water, sprinkle the compress with a mixture of the Liquor and fresh water in equal parts.

It is also very advantageously used in frictions and in compresses used in headache, rheumatic and neuralgic complaints. For these last it is good to warm somewhat the liquid before being applied.

The ARQUEBUSADE WATER is of public interest, approved and recommended by the most eminent physicians of France, commends itself to all those who are anxious about their health in these countries where plague and cholera make often dreadful havoc.

## PRICE:

The Litre ..... \$5.00  
The Half-Litre ..... 2.50

CHAZALON &amp; CO.,

Sole Agents for Hongkong, China and Japan.

Hongkong, 3rd September, 1904.

(981)

## SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN KELLY &amp; POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT-WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$10,000,000 \$7,000,000 \$350,000	\$1,492,554	Div. of £1.10 @ exchange 1/9 15/16 \$1.64 for first half-year 1904	6 1/2 %	\$68 1/2 sales London £ 66
National Bank of China, Limited	99,925	£7	£7	\$175,533 \$191,973	\$21,668	\$2 (London 3/6) for 1903	5 1/2 %	\$30
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000 \$109,143 \$784,445 \$906,872 \$900,000	\$1,059,926	\$32 for 1902	5 1/2 %	\$580 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$151,993 \$331,342 \$322,137	Nil.	\$4 for year ended 30.4.1903	6 1/2 %	\$62 sellers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 500,000 Tls. 31,850	Tls. 271,589	Final of £1 making £2 for 1902	...	Tls. 70 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000 \$37,794	\$485,284	\$12 for 1902	9 1/2 %	\$140
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,750,000 50,000	\$110,551	\$15 for 1902	6 1/2 %	\$225 buyers
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,750,288 \$1,000,000 \$125,675 \$2,561	\$371,110	\$22 1/2 for 1902	7 1/2 %	\$330
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$2,000,000 \$157,555	\$329,047	\$6 dividend & \$1 bonus for 1902	8 %	\$87 buyers
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$250,000 \$600,000 \$157,555	\$16,362	\$1 1/2 for first half-year 1904	10 %	\$30 sellers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£205,000 £100,000	£5,853	10/- for 1903	5 %	\$127 sellers
China and Manila Steamship Company, Limited	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900	...	\$26 1/2
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$80,935	Nil.	\$3 for year ended 30.6.1903	8 %	\$38 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$60,000 \$15,093	\$1,287	\$1.80 & b. 40 cts. for year ending 30.4.04 \$0.90 & b. 20 cts.	5 1/2 % 3 1/2 %	\$41 sellers \$31 sellers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$400,000 5 21,475 5 18,000	\$33,648	\$5 for 2nd & 4-year making \$13 for 1903	8 1/2 %	\$140 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$130,153	£19,555	Interim of 1/- (Coupon No. 4) for 1903	4 1/2 %	24/- buyers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 98,000 Tls. 201,614	Tls. 865	Interim of Tls. 1 1/2 for 1904	12 %	Tls. 25 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	9 1/2 % 8 %	Tls. 46 sales Tls. 44 sales
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Interim of \$5 for 1904	...	\$213
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897	...	\$66
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2 1/2 for year ending 30.9.03	4 1/2 %	Tls. 60 sales
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$490
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£4,873	Dr. £7,236	No. 12 of 1/-	...	\$6 1/2 sellers
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£40,000	£7,820	No. 3 of 1/6	...	Tls. 7 1/2 sales
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$25,500	\$505,471	\$6 dividend and \$2 bonus for first half-year 1904	7 %	\$229 sellers
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	Tls. 7 final—Tls. 12 for year end. 30.4.04	7 %	Tls. 182 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,050,000	\$43,732	\$6 for 2nd half year 1903	7 %	\$250 sellers
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$49,935	\$10 div. and \$2 1/2 bonus for 1903	6 1/2 %	\$195
Do. (Preference)	2,750	\$100	\$100	\$275,000	\$29,926	\$7 dividend	6 1/2 %	\$10
Howarth Erskine, Limited	12,000	\$100	\$100	\$14,000 \$50,989	\$29,926	\$10 div. & \$2 1/2 bonus for 1902/3	6 %	\$210 buyers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	\$250,000 \$24,000	\$28,015	Interim of \$2 1/2 for 1904	4 1/2 %	\$113 buyers
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,210 Tls. 59,913	Tls. 22,895	Interim of Tls. 4 for 1904	6 1/2 %	Tls. 165 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,766	Tls. 18 for 1903	9 1/2 %	Tls. 190 sales
New Amoy Dock Company, Limited	6,000	\$62 1/2	\$62 1/2	\$55,500	\$489	\$1 1/2 for 1903	4 1/2 %	\$27 1/2
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000 Tls. 800,000 Tls. 150,000 Tls. 17,144	\$51,966	Interim of \$6 for 1904	8 %	\$154 sellers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 150,000 Tls. 17,144	Tls. 37,634	Interim of Tls. 3 for 1904	7 1/2 %	Tls. 112 sales
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Interim of Tls. 3 for 1904	7 %	Tls. 125 sales
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none	£636	Interim of Tls. 2	...	Tls. 55
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$636	\$2.60 for 1903	7 1/2 %	\$39 sales
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	7 1/2 %	Tls. 10
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Interim of \$1 1/2 for 1904	5 %	\$61 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$11,824 \$20,000	\$11,668	\$5 for first half-year 1904	7 1/2 %	\$135 1/2 buyers
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 41,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 %	Tls. 150 sales
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	\$9,980	\$2 1/2 for year ended 30.6.1904	7 1/2 %	\$30 sales
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904	7 1/2 %	Tls. 19 buyers
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	none	£1,980	First year	4 1/2 %	Tls. 25
Tientsin Hotel, Limited (in liquidation)	600	\$20	\$20	none	\$1,980	\$5 for the year ending 28.2.1903	12 1/2 %	\$40
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3 1/2	12 1/2 %	Tls. 40 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,607 \$50,000	\$99,177	90 cents for 1903	7 1/2 %	\$12 1/2 sellers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	12 1/2 %	Tls. 30
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,008	Tls. 88,034	Interim of 3 1/2 a/c 1898	...	Tls. 35
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	Interim of 4 1/2 a/c 1898 on 6,000 shares	...	Tls. 3 1/2 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,658	Tls. 26,389	4 % for 1897	...	Tls. 150
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$2,862	50 cents for the year ending 31.7.04	4 1/2 %	\$1 1/2
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,091	Interim of Tls. 3	9 %	Tls. 69 sellers
Alhambra, Limited	300	\$200	\$200	\$4,000	\$57	\$125 for year ending 30.6.1900	...	\$150 sellers
Philippine Company, Limited	67,500	\$10	\$10	...	...	First year	...	\$9 1/2
MISCELLANEOUS.								
Green Island Cement Company, Limited	100,000	\$10	\$10	\$350,000	\$32,115	\$1.50 for 1903	5 %	\$31 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	5 1/2 %	\$11 buyers
A. S. Watson & Co., Limited	60,000	\$10	\$10	\$250,000 \$25,000	\$2,883	Final of 50 cents making \$1 for 1903	6 1/2 %	\$15 sellers
Watkins, Limited	10,000	\$10	\$10	\$1,802	\$1,042	\$1 for 1903	11 %	\$0 1/2 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$6,000	\$800	\$5 for year ended 31.7.1903	7 %	\$70
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$5,000	\$1,171	80 cents for 1903	8 1/2 %	\$9 1/2 sales
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$1,747	\$1.00 for year ending 30.4.1904	6 1/2 %	\$15 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	£23,109 £3,000	£7,625	£1 div. and 2/- bonus for 1903	7 1/2 %	\$160 buyers
Shanghai Gas Company, Limited	10,666	Tls. 50	Tls. 50	Tls. 100,000 Tls. 108,172	Tls. 7,548	Interim of Tls. 3 1/2 for 1904	8 1/2 %	Tls. 99 buyers
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 140,000	Tls. 7,360	Interim of 15/- for 1904	7 1/2 %	Tls. 390
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,259	Tls. 667	Final of Tls. 4 making Tls. 8 for 1903/4	6 %	Tls. 140
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Tls. 413	Tls. 2 for half year	...	Tls. 110
Hall & Holt, Limited	21,000	\$20	\$20	\$186,000	\$13,104	Final of \$1 making \$2 1/2 for 1903	11 1/2 %	\$31 buyers
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$21,182	Final of \$7 making \$12 for year end. 29.2.04	9 1/2 %	\$135 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$8,395	\$10 for 1903	7 1/2 %	\$140 buyers
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000	\$10,417	\$3.75 for 1903	7 1/2 %	\$47 1/2 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$35,000	\$5,844	Interim of \$4 for 1904	7 1/2 %	\$20 sellers
Straits Ice Company, Limited	2,000	\$100	\$100	\$45,000	...	\$7 1/2 for second half year 1903	9 %	\$105 sales
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$6	\$30,000	\$4,283	\$20 for year ending 30.11.1903	6 1/2 %	\$300
Dairy Farm Company, Limited	19,000	\$7 1/2	\$7 1/2	\$5,500	\$5,029	\$3 1/2 for year ending 31.7.1903	6 1/2 %	\$21 buyers
Campbell, Moore & Co., Limited	8,604	\$10	\$10	\$5,500	\$596	\$4 for 1903	8 1/2 %	\$37 buyers
Bell's Asbestos Eastern Agency, Limited	9,900	12/6	12/6	none	£161	6d per share for 1903	5 1/2 %	\$5 1/2 buyers
United Asbestos Oriental Agency, Limited	100	\$10	\$10	\$20,000	\$180	90 cents for year ending 31.5.1904	9 1/2 %	\$180 buyers
Do. (Founders)	100	\$10	\$10	...	...	\$20.70	10 1/2 %	\$10 buyers
Tebrau Planting Company, Limited	20,000	\$5	\$5	none	Dr. \$12,551	None	...	\$1 buyers
Hongkong Steam Waterboat Company, Limited	7,500	\$5	\$5	none	Dr. \$1,548	Interim of 70 cents	...	\$108 buyers
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$3,739	None	8 %	108 buyers
William Powell, Limited	12,000	\$10	\$10	none	\$4,757	Interim of 50 cents for 1903	8 1/2 %	\$12 1/2 sales
Steam Laundry Company, Limited	10,000	\$5	\$5	none	\$3,744	60 cents for year ended 31.5.04	9 %	\$36 buyers
Maatschappij tot Mijl. Bosch. en Landbouwerij plaatst in Langkat	25,000	Gs. 100	Gs. 100	Tls. 334,660 Tls. 11,143	Tls. 27,187	First year making 30 for Tls. 3 1/2 1904	13 %	Tls. 30 1/2 exd. sa.
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903	6 %	Tls. 88 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 10,000	Tls. 3,288	Interim of Tls. 6 for 1904	7 1/2 %	Tls. 15 1/2 buyers
Central Stores, Limited	6,000	\$15	\$12	\$20,000	\$1,253	Interim of \$1.20 for 1904	11 1/2 %	\$22 sellers
Do. (Founders)	123	\$15	\$12	...	...	None	...	\$109
Do. (New Issue)	24,000	\$15	\$7 1/2	...	First year	Preferential of 7 per cent for 1904	6 1/2 %	\$82 sales
E. L. Mondon, Limited	72,000	Tls. 50	Tls. 50	none	Dr. Tls. 152,318	Tls. 5 for 1902	...	Tls. 40 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,042	Tls. 6 for 1903	9 1/2 %	Tls. 65 sales
Kats Brothers, Limited	10,000	\$100	\$100	\$375,000	\$375,000	\$13 for 1903	9 1/2 %	\$135 buyers
Straits Trading Company, Limited	250,000	\$10	\$10	\$650,000	\$63,403	\$1 div. and 25 cents bonus for half year ended 30.9.1903	7 1/2 %	\$104
Fraser and Neave, Limited	4,500	\$50	\$50	\$12,500	\$2,706	\$5 div. and \$2 1/2 bonus for 1903	7 1/2 %	\$102 buyers
Maynard and Company, Limited	3,400	\$10	\$10	none	\$803	\$2 for year ending 31.10.1903	7 1/2 %	\$16 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	2,500	\$50	\$50	...	...	First year	...	\$50
S. S. China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$30,020	None	...	\$21